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MEXICO.

INTERESTING FROM THE RIO GRANDE

MOVEMENTS OF GEN. SHERIDAN.

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Etc., Etc., Etc., Etc., Etc.

ARRIVAL AND DEPARTURE OF GENERALS SHERIDAN AND COMSTOCK.

SANTIAGO, Texas, February 12.—General Sheridan arrived here yesterday morning from New Orleans on the steamer *Alabama*. He immediately started for White's Ranche by a special train for the purpose of consulting with General Wright. After remaining about three hours at the latter's headquarters, closely closeted with General Wright during the whole time, General Sheridan returned to Brazos, and immediately left for New Orleans on the steamship *Crescent*. The exact nature of the interview is not as yet publicly known, but there is no doubt but that the late troubles on the Rio Grande, culminating in the capture of Baedad, were the cause of the General's hasty visit here.

General Comstock, of General Grant's staff, arrived here the day previous on the steamer *Crescent* on official business, and proceeded at once to Brownsville. He returned yesterday, and leaves for New Orleans on the same steamer with General Sheridan.

The Matamoras *Ranchero* of the 10th inst. has the following:—

"There are strong reasons to believe that the distinguished commander of the Federal forces on the Rio Grande—of the Department of Texas, in fact—is disposed to hold in check the outlaws who have for three parts of a year held undisputed sway on that side of the river. Added to a mind of more than ordinary power, he has a personal character to keep him above the cesspool into which too many before him fell. The victims of assassination falling thick and fast around admonish him of the work of his predecessors, and into how dirty a state of affairs he has become, perhaps unconsciously, embroiled. The road before the General, however, is broad enough for him to travel without danger of marring his epaulets. He has spoken thus far like a man of purpose; but let him do the best he can, it will only be the work of locking the stable after the horse has been stolen."

And the same journal says on the 8th instant:—"We mentioned yesterday that General Sheridan refused to allow a boat to leave New Orleans with emigrants for Mexico. Since then we have conversed with several persons who were on board the vessel at the time she was stopped. General Sheridan gave no reason for not allowing the emigrants to leave; and only said that the women and children could go, but that the men could not.'

FIGHT BETWEEN THE FORCES OF CORTINAS AND CANALES.

A fight took place a day or two ago about 20 miles above Matamoras, on the Mexican side, between the forces of the Liberal chiefs Cortinas and Canales, resulting, it is feared, in several killed and wounded on both sides. Cortinas was defeated. The full particulars of the affray have not yet reached here. Rumors, however, are plenty. I say that the fight took place on the Mexican side, as the forces of these partisan leaders have heretofore crossed and recrossed the Rio Grande at pleasure. The consequence is that outrages, robbery, and even murder have been committed to an alarming extent on the American side of the frontier, as well as on the Mexican side, and efforts are now being made to effectually rid the Texas side of these pests, so that Americans can travel on their own soil without the danger of having their throats cut by their Mexican friends. The military authorities at Brownsville have done all in their power to arrest the guilty parties and bring them to justice, but have never prohibited the Liberals from visiting this side whenever they thought proper to do so. With the consent of the military, the citizens have determined to clear them out of the country, by organizing themselves in a body for this purpose, under the leadership of Colonel John S. Ford, formerly Rebel Commissioner of Parotes.

MURDERS NEAR BROWNSVILLE.

To prove to your readers how dangerous it is to travel in this part of the country, I will relate an incident or two which have occurred in this neighborhood during the past few days:—

Nathaniel Windsor, a private of Company C, 4th Wisconsin Cavalry, and Herman Burmistier, Esq., of the well-known firm of Droeya, Oelling & Co., of Matamoras, left Brownsville for Brazos Santiago; the former with despatches from General Weitzel to General Clarke in relation to the Bagdad Military Commission, the latter a witness before that Commission. These men were both waylaid, lassoed, murdered, and robbed. Windsor's despatches were probably the principal cause why he was waylaid, while Burmistier was evidently assassinated for booty and, may be, revenge.

The remains of both the poor fellows were discovered by a scout named Miller, sent out for that purpose. Windsor, the bearer of despatches, was found hanging by the neck from a tree near the road, and not more than seven miles from Brownsville. The villains who murdered him had stripped the body of all the clothing with the exception of the shirt.

Mr. Burmistier's body was found about two miles further on. It had been also hung upon a tree and stripped of everything, but through decomposition had fallen to the ground, where it burst, presenting a horrible spectacle. Both Windsor and Mr. Burmistier were mounted when they left Brownsville.

In a previous letter I stated that three United States officers were attacked and shot when only three miles from Brownsville. Captain Morey, who was shot through the lungs, is still alive. Captain Cook is recovering. No further clue towards the discovery of the murderers has been found.

Lieutenant Lorenty, of the 116th United States Colored troops, was waylaid and robbed a few nights since in Brownsville. He fortunately escaped with his life, after being escorted half a mile beyond the town. Before the robbers left him, however, they cut off his shoulder-straps.—*New York Herald*.

The Great Railroad Controversy.

Decision in Favor of the Pennsylvania Railroad Company.

Important Opinion by Justice Read.

SUPREME COURT AT NISI PRIUS IN EQUITY—Justice Read.—The Philadelphia and Erie Railroad Company and the Pennsylvania Railroad Company vs. The Catawissa Railroad Company, the Atlantic and Great Western Railroad Company, and the Philadelphia and Reading Railroad Company. This morning Justice Read delivered the opinion in the above case, which on its argument was very fully reported in our columns. The magnitude of the question involved, and the importance of the great interests at stake, both to our citizens and to the city itself, have created a feeling of deep interest, and the general importance of the cause itself, as well as the learning and ability of the counsel engaged in discussion, have everywhere attracted attention to its it. For the Philadelphia and Erie and the Pennsylvania Railroad Companies Theodore Cuyler and Chas. Gibbons, Esqs., appeared, while the companies defendant were represented by Hon. Jeremiah S. Black, Hon. Robert J. Walker, George W. Biddle, Esq., Alexander Henry, Esq., George M. Wharton, Esq., Judge Church, W. Hayward Drayton, and Franklin O. Gowen, Esqs.

The decision of the Court is in favor of the complainants, and the opinion is as follows:—

SUPREME COURT OF PENNSYLVANIA IN AND FOR THE EASTERN DISTRICT, January Term, 1866. In equity.—The Philadelphia and Erie Railroad Company and the Pennsylvania Railroad Company vs. The Catawissa Railroad Company and The Western Central Railroad Company of Pennsylvania, and The Atlantic and Great Western Railway Company of the States of Ohio, New York, and Pennsylvania. Andrew Scott vs. the same. Read, J.

The real question in this case is whether the railroads of the Atlantic and Great Western Railway Company and the Philadelphia and Erie Railroad Company are connecting roads within the meaning of the Acts of Assembly of the 13th March, 1847, the 29th March, 1859, and the 23d April, 1861; for, if they are such connecting roads, then the first-named road is connected by means of an intervening railroad with the Catawissa Railroad, which is unquestionably directly connected with the road of the Philadelphia and Erie Railroad Company.

The road of the Atlantic and Great Western intersects the Philadelphia and Erie Road at Corry, in the county of Erie. Does it connect as well as *intersect?* The one has a guage of six feet, and the other of four feet eight and a half inches. The one runs across the State, and by means of connecting roads forms a through line from New York to Dayton, Ohio, with further western connections, while the other road is entirely on Pennsylvania soil, and connects the city and harbor of Erie with the city and port of Philadelphia, the commercial metropolis of the State.

There is necessarily a break of guage at Corry, and the cars and locomotives of one road cannot run upon the other road. This is a physical impossibility, as the two roads are now constructed and are proved to the Court to exist at the present moment. If all the rolling stock of one road were by an accident destroyed, or withdrawn, the remaining road could not operate it with their rolling stock, although perfectly willing to supply the wants of the intersecting road. There can therefore be, and there is not, any mechanical connection between the two roads.

But as the opinions of eminent engineers on both sides have been laid before us as to their understanding of the terms "connecting" railroads or roads "directly or by means of intervening railroads connected with each other," it becomes necessary to look into the history of the railroad system generally, and particularly of that of this State.

The Liverpool and Manchester Railway, planned and executed by George Stephenson, was opened thirty-six years ago with steam locomotive power, brought into successful operation by the genius and skill of this distinguished engineer. The gauge of this road was fifty-six and a half inches, being that of the coal roads then in use. Three years afterwards Parliament authorized the construction of a railway from London to Birmingham. This railway was of the same guage, and built by the same engineers; and has since grown into the London and Northwestern Railway, with 1224 miles of road, on which have been expended over fifty-two millions of pounds sterling, and of whose management and operations a most interesting account is given in the *Quarterly Review* for December, 1848. The half-yearly dividend of this road for the first half of 1865 was three per cent.

The scheme for the Great Western Railway, running from the city of Bristol to London, originated with the corporation of the first named place, and its principal merchants in 1832, and was encouraged by the commercial establishments in Ireland and Wales transacting business with either, or both of those cities. The act of incorporation was obtained on the 31st of August, 1835, and Mr. J. Kinadom Brunel, who had made the preliminary surveys, was elected as the engineer, and under his advice the guage of seven feet or eighty four inches was adopted.

This was recommended by him originally, on the ground that the country would eventually be divided into railway districts, each of which would be served by one company, and that as each district would have but little direct communication with the others, a variation or break of gauge would be no inconvenience; that the west of England would form one of those districts—a district in which the traffic would be chiefly passenger traffic—that this traffic would be be most satisfactorily conducted by one or two very large trains daily. On roads where the curves were more frequent and sharp, and the mercantile traffic bore a larger proportion to the passenger than on the western, Mr. Brunel admitted that a narrow gauge might be more advantageously use. A few years later he said: "It can have no connection with any other of the main lines, and the principal branches were well considered, and almost formed part of the original plan, nor can these be dependent on any other existing lines for the traffic which they will bring to the main trunk, and the commercial isolation of this exceptional system was therefore contemplated and designed by the engineer and directors." This line, therefore, dissociated itself from the general railway system of England, and wherever the two gauges approached each other occasioned, of course, a break of gauge, and a transshipment of passengers and baggage, and also of freight, whether dead or alive.

In 1845 there were about 2100 miles of railway in England in operation, of which 1860 miles were of the narrow gauge of 56½ inches, and 240 of the broad guage of 84 inches. The magnitude of the nuisance was admitted, and after a discussion in the House of Commons, Mr. Cobden moved for the appointment of a commission, and the House subsequently unanimously voted an address "praying her Majesty to be graciously pleased to issue a commission to inquire whether in future private acts for the construction of railways, provision ought to be made for securing a uniform guage, and a Commission was accordingly appointed of Sir F. Smith, Professor Barlow, and Professor Airy, who made their report in January, 1846.

Forty-six witnesses were examined, including engineers, locomotive manufacturers, managers, secretaries, and carriers. Four employes of the Great Western were in favor of the broad guage, four were opposed to break of guage, but gave no opinion about width of guage; three were for intermediate guage, with no opinion as to uniformity; five were for intermediate guage theoretically, against broad guage, and was favorable to uniformity; and thirty for uniformity and a narrow guage. They considered the improvements already made had obviated all the difficulties which the narrow guage formerly presented. The Commission recommended "that the guage of four feet eight inches and a half be declared by the Legislature to be the guage to be used in all public railways now under construction, or hereafter to be constructed, in Great Britain."

Parliament did not make it compulsory, but established by the act of 9 and 10 Vict. (18 August, 1846) (with certain exceptions), the guage of four feet eight inches and half an inch in Great Britain, and five feet three inches in Ireland, and prohibited the alteration of the guage of any railway for the conveyance of passengers. Certain railways, including the Great Western, using the guage of seven feet, and certain others using a mixed guage, were among the exceptions. The mixed guage of that day consisted of adding to the narrow guage a single outside rail, or introducing a single rail between the rails of the bread guage. (16 Jurist. 443.)

The great convenience of entire uniformity of guage in the course of a few years became so obvious that Parliament finally determined, in 1864, that the narrow guage of 56½ inches should be the standard and only guage in England and Scotland, with the exceptional bread guage of 84 inches and a permitted mixture of both.

The 33d section of the Railways Constitution Facilities act of 27 and 28 Victoria, c. 121 (29th July, 1864), enacted that "Every railway made under this act in England or Scotland shall be made on the gauge of four feet eight inches and half an inch, unless in any case the certificate provides the making of the railway on the gauge of seven feet, or on both those gauges."

"Every railway made under this act in Ireland shall be made on the gauge of five feet three inches."

The experience of Great Britain, with all its lines of railway leading to one great central point, London, has settled into an approval of one uniform narrow gauge, with a permitted deviation to avoid a destruction of existing property to one broad gauge of seven feet, with a mixture of gauges intended to remedy the evil occasioned by the unwise, short-sighted, aggressive, and expensive policy of Mr. Brunel and his associates and followers.

The continent has profited by the dear bought knowledge and experience of England, and France, Belgium, the Germanic States, and Italy have adopted the uniform narrow gauge of 56½ inches.

The mixed gauge in England proves clearly that the narrow gauge cannot be inferior in real railway power to the broad gauge for passenger goods and mineral traffic, and in all but passenger traffic it is acknowledged by the latest authorities to be superior for the carriage of freight of all kinds.

It is much less expensive in construction, and of course in keeping in repair, and the introduction of another line of rails on the broad gauge system, to enable them to use the narrow gauge carriages upon it, increases the cost of the road, and the iron used for that purpose on a double track bread gauge road would lay a third track for the road, which, on some roads, must soon be done in that country, to accommodate the constantly increasing railway business; for it is now becoming a question whether there shall not be separate tracks for passengers and for goods and mineral traffic, classed by us as freight.

Whenever this becomes necessary then the superior advantages of the uniform narrow gauge will be self-evident in the diminished width of roadway, of bridges, embankments, deep cuttings and tunnels, and the decreased cost of the foundation and superstructure, and of the rolling stock of the railway.

More than twenty years ago an exceptional gauge of five feet had been introduced on one road, but when it reached a narrow gauge road the inconvenience of break of gauge was found, and its engineer changed it to the uniform narrow gauge of 56½ inches, saying, "The locomotive of this day is not the locomotive of 1836; for all the purposes for which railways can be wanted there is additional space to crowd in as much power, and more than can ever be commercially beneficial. A boy may now with facility clean an engine in an hour, which would formerly take a man a day." Another eminent engineer said, "I think the absolute necessity of extending railways, now that every road is to have a railway, rather goes to show that it is not wise to make these railways of very large dimensions," and particularly with reference to extension by branches to every town and every village.

Unfortunately for the Great Western these warnings of experienced engineers had no effect upon Mr. Brunel, a man of magnificent ideas, carried out not only on that road, but in the steamship *Great Eastern*, and on the Atmospheric Railway, the two last of which were entire failures at a vast cost to the unfortunate proprietors, who were led away by his engineering eloquence. His examinations before committees of the House of Commons evinced great readiness, ability, and tact and excellent temper.

The stockholders, or, to use the English phraze, the shareholders, of the Great Western, according to their published reports, have suffered greatly, in a pecuniary point of view, for their persistent determination to retain possession of the coast of England by their exceptional gauge, and to separate themselves from the general railway system of the country. They have, however, been forced at last, by the impossibility of sustaining this contest without an entire cessation of dividends, to become the virtual proprietors of narrow gauge roads, and introduce the mixed gauge upon large portions of their line. "The Great Western," says a leading Railway journal, "is now as much a narrow as a broad gauge railway. The Great Western own at present not only considerable lengths of purely narrow gauge railway, but they have laid the narrow inside the broad, forming a mixed gauge on a large portion of their system." They have nearly as many narrow gauge as bread engines, and they are adding to the narrow gauge engines in proportion of three to one of the broad. The narrow gauge carriages and wagons far outnumber the broad gauge, and the narrow gauge carriages and wagons were increased in 1864 in the proportion of 824 to 11 of broad gauge; and the advice tendered to them by the same journal was gradually to change the railway into a narrow gauge road by the introduction of the third rail, and not renewing the outer rail or the broad gauge, but let them gradually wear out. The narrow gauge is greatly preferable for goods and mineral traffic, and nearly, if not equal, for passenger traffic.

The journalist also advised a suspension of dividends for three or four half years, as an economical method of providing money, and at the sixtieth half-yearly meeting in September last, the dividend declared was one per cent., and the stock in December was quoted at 61½. I have annexed to this opinion extracts from the proceedings of that meeting, and from the *Railroad Journal*.

The South Wales part of the Great Western terminates at Milford Haven, the point selected by one of the learned counsel for the defendant as the eastern terminus of the proposed steamship line from this port. The South Wales line furnishes the best steam and fair burning coal, in relation to which the Chairman of the Great Western Company said to the shareholders, "The mineral trade from South Wales, especially in steam coal, was largely diminished by the sudden cessation of the demand for blockade-runners."

It is, therefore, the indisputable result of British experience, first, that the narrow gauge is preferable to the broad gauge, not only on the score of commercial convenience, but for its superior economy in making and working; second, that that there should be an entirely uniform gauge over the whole railway system of the country; and third, that there should, of course, be no break of gauge.

In a State like Pennsylvania, crossed and interspersed by chains of hills and mountains, where the passes are few and narrow, there can be no doubt that the only permissible guage should be the uniform narrow gauge of four feet eight and a half inches, originally fixed and adopted by the State upon the Columbia Road, which regulated that of the Pennsylvania Railroad, the Philadelphia and Erie, Northern Central, Catawissa, Philadelphia and Reading, Lebanon Valley, North Pennsylvania, Philadelphia, Wilmington, and Baltimore, Germantown and Norristown, and the West Chester Roads, all leading to and connected with the city of Philadelphia, now covering 130 square miles of territory, with a population of more than 800,000 souls.

The State of New York in 1824 had nearly completed their canal from Lake Erie to the Hudson, which, with the Northern Canal, connecting Lake Champlain with the same river, had formed their system of State internal improvement. In October, 1825, the Erie Canal was finished, and on the 4th of November, the first canal boat arrived at New York from Buffalo. In 1836, ten years afterwards, the enlargement of the canal with double locks was commenced. In 1826 a company was incorporated to construct a railway from Schenectady to Albany, and other companies were chartered from 1833 to 1836 to form connecting roads, which in 1851 were consolidated and formed the New York Central Railroad Company.

In 1824 the first canal commissioners in this State were appointed, who recommended a canal from Philadelphia to Pittsburg, with a tunnel of four miles through the Allegheny Mountains. In 1825 a new board of canal commissioners, consisting of five persons, was appointed, and the law authorizing the first board was repealed. By this second act the routes to be examined to the north and west started from the city of Philadelphia, and both the Western routes extended to Lake Erie, so as to connect its waters with those of the Delaware. Out of this grew our system of State Internal Improvement by canal and slackwater. It was soon found necessary to substitute a railroad for a canal between the Schuylkill and the Susquehanna, and the Portage road for the Allegheny tunnel.

Our mistake was in supposing that because New York had constructed a continuous canal, through a nearly level country, during a period when the price of labor was low, that we could effect the same object at a similar expense in a State crossed by ranges of mountains, and with a currency gradually expanding, and of course increasing the cost of labor and materials. So imperfect was the communication between Philadelphia and Pittsburg, that, in 1846, the Pennsylvania Railroad was incorporated to construct a railway from Harrisburg to Pittsburg, so as to form, with the Harrisburg and Columbia Roads, a continuous railway between these two points.

To the stock of this road what is now the city of Philadelphia subscribed five millions of dollars, the county of Allegheny one million, and the citizens of Philadelphia (business men and operatives depending upon their daily labor for support) subscribed the balance that was then deemed necessary to make the road. It was, in fact, a Philadelphia enterprise, deemed absolutely necessary for its business connections with the interior and the West, and it was undertaken at a period when we were just beginning to recover from one of those financial collapses to which we have been periodically subjected.

By the purchase of the main line of the public works from the State in 1850, this company became the owners of the entire route from Philadelphia to Pittsburg, and were enabled to build and complete a double track, first-class road, connecting the waters of the Ohio with those of the Delaware.

The tracks on the Columbia Railroad were moved further apart, so as to admit wider cars, for it was the original fault of this road, and of the Reading road, that the two tracks were brought too close together. The Harrisburg Road was improved; and the Portage Road and all inclined planes and stationary engines were dispensed with.

It connects with Cincinnati by the Steubenville route, crossing the Ohio by one of the most extensive and magnificent iron bridges in the world; and by other roads with Cleveland, Chicago, St. Louis, and the great West. Thus the great trade of the West passes into the two great cities of the State, Pittsburg and Philadelphia, and thence by the connecting railway now building, the Philadelphia and Trenton, and Jersey roads to New York, without any transshipment whatever.

During the late Rebellion the Pennsylvania Railroad became the great route for the transportation of troops and munitions to and from the West and Southwest, and upon three days' notice, could have furnished at Philadelphia, Baltimore, or Pittsburg, accommodations and cars for the transportation of an army of 60,000 men from one point to the other in twenty-four hours, with all their equipments and munitions of war.

I believe this to be correct, for in 1862 (and their capacity is now greatly increased) it was ascertained by the agent of the Camden and Amboy Company, that they could transport from Philadelphia to New York in twenty-four hours, by their roads and canal, an army of 100,000 men, with all their equipments and munitions of war. They were never called upon to transport more than 8000 men in one day, and this was done in from five to seven hours, without interrupting their ordinary travel.

Besides the transportation of the heavy guns manufactured at Fort Pitt Works, they carried the big 20-inch gun, twenty-five feet long, weighing 116,400 pounds, and throwing a solid shot of 1000 pounds, on cars specially constructed for the purpose by the Pennsylvania Railroad Company, over their road to Harrisburg (248 miles), and thence by the Lebanon Valley, East Pennsylvania, Lehigh Valley, and New Jersey Central Roads to Elizabethport, New Jersey, a total distance of 419 miles, without change or transshipment, or break of gauge.

For the Main Line the company gave the State $7,500,000, which was increased in 1861 by the commutation for the tonnage tax, and they increased the annual payments to $460,000, which would extinguish the whole debt in 1890. The amount still due the State is $6,700,000, secured by bonds which are a lien upon the Main Line. The city of Philadelphia holds 103,342 shares, equal at par to $5,167,000, being $167,000 more than her original investment, besides having received $2,500,000 in cash, or its equivalent, over six per cent. on the original subscription. Every original stockholder who is still one, has always received six per cent. interest for his money, besides the ordinary and extra dividends above that percentage.

The improvements already made and which are still progressing on the west bank of the Schuylkill, the Junction Road, the iron bridge over the Schuylkill, the grain elevator, and the wharves on the Delaware, attest the public spirit and enterprise of a company which has added so largely to the wealth and prosperity of my native city.

The city of Philadelphia has a money interest in this road of $5,167,000, and the State of Pennsylvania of $6,700,000, making a total of $11,867,000.

The Sunbury and Erie Railroad Company was incorporated by an act of Assembly of the 3d of April, 1837, to survey and fix a route for a railway from Sunbury, by the way of Northumberland and Williamsport, to the harbor of Erie. In 1838 and 1839 an exploration and survey were made by it, and in 1851 the Eastern and Western Divisions of the road were again surveyed, and in 1852 a great effort was made to infuse vitality into the corporation.

Under the provisions of an act of 2d March, 1852, an attempt was made by the company to extend their road to Harrisburg, which was defeated by a decision of the Supreme Court, showing a prior right in what is now the Northern Central Railroad Company (Packer vs. Sunbury and Erie Railroad Company, 8 Norris, 211).

Under an act of the 10th February of the same year, authorizing municipal and other corporations to subscribe to its stock, subscriptions were sought from Philadelphia and Erie, and other counties and boroughs on the route of the road, and upon a favorable report from a Committee of Councils who visited Erie, the City of Philadelphia subscribed two millions of dollars. The District of Richmond subscribed $250,000, which, upon consolidation, merged into that of the city. The county of Erie subscribed $200,000, and the City of Erie $300,000, and these, with some individual subscriptions, formed the capital on which operations were commenced, and in 1856 a very able Board found forty miles of road in good running order from Sunbury to Williamsport, and upwards of two hundred miles under contract.

By an act of 21st of April, 1858, the State sold to the Sunbury and Erie Railroad Company, for $3,500,000, all the public works of the Commonwealth remaining unsold upon certain terms, which act the Supreme Court decided to be constitutional. (Sunbury and Erie Railroad Company vs. Cooper, 9 Casey, 278.)

By the acts of 13th April, 1860, and of March, 1861, the indebtedness to the Commonwealth was substantially changed into a second mortgage, for four millions of dollars were deposited in the State sinking-fund, the name of the Company was altered to that of the Philadelphia and Erie Railroad Company, and they were authorized to contract with any other railroad company in the State in relation to the completion and working of the road.

Accordingly, on the 6th of January, 1862, a contract, and a lease and contract, were entered into between the Philadelphia and Erie Railroad Company and the Pennsylvania Railroad Company, by which the first-named Company leased their road to the second-named Company for the term of nine hundred and ninety-nine years. The whole subject is admirably explained in the opinion of my brother Strong, in Gratz vs. the two companies, 5 Wright, 447, affirming the constitutionality of the act of March, 1861, and the validity of the contracts by the two companies.

The trains commenced running through on the 17th October, 1864, although the road was incomplete in its equipments. These two roads therefore have carried out by land-carriage the original intentions of the framers of the act of 1825, to connect the city of Philadelphia with Pittsburg and Lake Erie by the main line and west branch canals.

In this Road the State has four millions of dollars, the City of Philadelphia two million two hundred and fifty thousand dollars, and the city and county of Erie five hundred thousand dollars, and both roads are Pennsylvania enterprises, pouring the trade and commerce of the West directly into the lap of the commercial metropolis of the State.

The Central Railroad of New York, from Albany to Buffalo, has 4 feet 8½ inches guage, and I believe the roads north of it, and east of the Hudson, including the New England States, have the same uniform guage, with the exception of the road from Portland, joining the Grand Trunk of Canada, which has the Canadian guage of 5 feet 6 inches.

The ordinary gauge in New Jersey is 4 feet 10 inches, but the New Jersey Central has the 4 feet 8½-inch guage, with a third rail to accommodate the Delaware, Lackawanna, and Western. By improvements in machinery the ——— cars of the narrow guage can run upon the New Jersey roads.

The New York and Erie Road was planned as far back as 1832, and the purpose was to construct a railroad from New York to Lake Erie, through the southern tier of counties, entirely upon New York soil, and the Company was restricted from connecting with any railroad either of the State of Pennsylvania or New Jersey, or leading into either of the said States, without the consent of the Legislature of the State of New York on pain of forfeiting the powers and privileges conferred upon it. The road was commenced at Piedmont, on the west bank of the Hudson river, near the New Jersey State line, and after fruitless efforts to find an available line without passing through Pennsylvania, they were allowed to construct their road through Susquehanna and Pike counties by two acts of Assembly, passed the 16th February, 1841, and 26th March, 1846.

In a similar way, it becoming necessary to secure a terminus opposite the city of New York, instead of depending upon steamboats from Piedmont, by various leases and contracts with New Jersey Railroad Companies, sanctioned by the Legislature of that State, they were enabled to secure a terminus on the west bank of the Hudson, at Jersey City.

In one of these agreements it is expressly stated that the object of laying one rail on each side of the present tracks of the road of the New Jersey Railroad and Transportation Company, so as to form in conjunction with one rail of each track, two tracks of five feet wide, is for the purpose of enabling the New York and Erie Railroad Company to run the cars and engines of the said company from their road at Sufferins, across New Jersey, until at or near the Hudson river at Jersey City, without *change, delay, or obstruction*.

Under a decree of foreclosure of a mortgage executed by the said company, a sale sanctioned by acts of the Legislatures of New York, New Jersey, and Pennsylvania, all the property and franchises of the New York and Erie Railroad Company became vested in the present Erie Railway Company.

The guage of this road is six feet, an exceptional one not used in England nor in Canada, and in very few instances in the United States. It occupied the whole southern line of the State of New York, and no road north or south of it, whether in New York, New Jersey, or Pennsylvania, could mechanically connect with it, except one of the same guage, thus practically refusing all such connection with all the roads previously constructed in those States. Instead, therefore, of the New York Central connecting by any intervening road with the Erie, they are entirely disconnected, for the cars and engines of one road cannot run upon the other.

The Erie Road is, therefore, an aggressive road, preventing all communication with and through it of the roads on each side, which can only intersect and not connect with it, there being no accommodation for the narrow gauge line. If, for instance, you have freight from Albany to Rochester designed for Avon, Genesee, Mountmorris, or any southern point, there is an entire break of gauge and transhipment at Rochester, which would have been entirely unnecessary if all the roads of the State were narrow gauge roads, and entire uniformity of gauge had prevailed. In England the New York Central has been compared to the London and Northwestern Railway, and the Erie to the Great Western, the effects of whose broad-gauge policy we have already seen. The effect of this has been to make our coal roads (for which the narrow gauge is peculiarly fitted) connecting with it, such as the Blossburg and Delaware, Lackawanna, and Western, expensive roads of six foot gauge, with a correspondingly expensive rolling stock and equipments.

Under these distinct charters from the States of New York, Pennsylvania, and Ohio, the main line of the Atlantic and Great Western commences at a junction with the Erie Railway at Salamanca, 414 miles from New York, and runs in a southwesterly direction 388 miles to Dayton, Ohio. I have not been furnished with the New York charter, and only with the the third section of the Ohio charter, and I have not the dates of either, and I do not know their provisions. The charter of the Atlantic and Great Western Railroad Company of Pennsylvania, is to be found in four Acts of Assembly, of 20th May, 1857, (P. L. 801); 13th April, 1858, (P. L. 300); 10th March, 1859, (P. L. 125); and 22d March, 1865, (P. L. 540); and the length of the road in this State is 88 miles.

The main line (which is a single line) at Dayton connects with a railroad to Cincinnati, a narrow gauge road, which has put down a broad gauge "straddle" track (rails on either side of narrow gauge rails), to accommodate the Atlantic and Great Western traffic. It there joins the Ohio and Mississippi Railroad (broad gauge), terminating at St. Louis.

In the report of Mr. Forbes (who was sent to this country to inspect the road) to the London Board of Control of the Atlantic and Great Western Railway, on the 23d of November last, he says:—"By means of the three associated Companies, the New York and Erie, the Atlantic and Great Western, and the Ohio and Mississippi, a new and unbroken communication, 1200 miles in length, on the six foot gauge, has been opened between New York, Cincinnati, and St. Louis, and between the Atlantic seaboard and the Ohio and Mississippi rivers."

Amongst the branches of the main line, as appears by the New York certificates of consolidation, there is a separate corporation called the Buffalo Extension of the Atlantic and Great Western Railway Company, who are constructing a road from Randolph, near Salamanca, to Buffalo, of the six foot guage.

(London Board of Control: The Atlantic and Great Western being built by English capital and controlled in London, it was stated at the same meeting of bond and shareholders in November by the President of the London Board of Control. "We are met here to day for friendly explanations.

"I felt it my duty when I took the position of Chairman of the London Board of Control to require certain things to be done. The first was that all money should be sent over to London, that we might know what we earned, that is, forty per cent. of the receipts." It is not, therefore, singular that the principal information as to this road is to be gleaned from English railroad journals. The road is spoken of as feeding the Erie with great additional traffic to New York, and it is said "under the circumstances it is not surprising to learn that the Erie Company, which will doubtless derive a great benefit from the Atlantic and Great Western, has engaged to supply rolling stock to the amount of five millions of dollars for the purpose of the through traffic between New York and Cincinnati," and this engagement "is being faithfully and energetically fulfilled by that (Erie) Company, and the road is said to be "promoted by a number of leading Englishmen," a technical term in England designating the planners or originators of a company.

In addition to the report of Mr. Forbes to the London Board of Control, there was also a detailed report on the 29th of May last by Mr. Moseley, an English Engineer, sent out to inspect the road.

An enthusiastic gentleman at the November meeting, said, "It was the interest of every gentleman in the room to promote emigration to the far West upon a very large scale, as their traffic would be increased by addition to the population. The more English people went over there the better. The people in the great West would understand how necessary a free trade was to their advantage and development. Every Englishman was a missionary of Free Trade."

The Ohio Atlantic and Great Western Company, at a meeting of their Stockholders on the 19th September, 1865, adopted the joint consolidation movement, the same was done the same day by the Pennsylvania Company, and the two New York Companies followed suit, on the 14th and 16th of the same month.

Certificates were produced from the Secretaries of State of the States of Ohio and New York, of the filing of the agreement or a copy in their respective offices, but none from the Secretary of the Commonwealth of this State, but in lieu thereof a letter from him declining to file it, adding, "by the advice of the Attorney-General, Mr. Meredith," and I have therefore no evidence of the existence of the new corporation. The necessity of the filing to create the new corporation is distinctly recognized in the certificate or agreement of consolidation itself.

The act of the State of Ohio is entitled "An Act to authorize the Consolidation of Railroad Companies of States adjoining, in certain cases, and to authorize Railroad Companies in this State to extend their roads into adjoining States," and was passed 10th April, 1856 (53 vol. P. Laws, p. 143).

This act authorized any railroad company in the State whose line of road extended to the boundary line of the State, or to any point either in or out of this State, to consolidate its capital stock with the stock of any railroad in an adjoining State, the line of whose road has been made "to the same point and where the several roads so unite as to form a continuous line for the passage of cars: Provided that roads running to the bank of any river which is not bridged shall be held to be continuous under this act." This act would authorize a consolidation with a Pennsylvania road, but not with a New York road.

Our act which was the subject of an unpleasant investigation, which has cast a shade of suspicion over it, was passed at the instance of the Atlantic and Great Western, and is a general law applicable to all companies embraced within its terms. There are words omitted in its first section which makes nonsense of it; but supposing it to mean the consolidation of the capital stock of a Pennsylvania Railroad Company with similar companies in other States, "whenever the two or more railroads of the companies or corporations so to be consolidated shall, or may form a continuous line of railroad with each other, or by means of any intervening railroad. Provided, That railroads terminating on the banks of any river which are, or may be connected by ferry or otherwise, shall be deemed continuous under this act." The interpretation of "any intervening railroad" was intended to include the Buffalo Extension.

This act would authorize consolidation with the Ohio and New York companies, if the following proviso, contemplating the passage of similar general laws by the States taking advantage of it, was complied with:—"And provided further, That nothing in this act contained, shall be taken to authorize the consolidation of any company or corporation of this Commonwealth with that of any other State whose laws shall not authorize the like consolidation."

I can have no doubt of the intention of the Legislature, who were dealing with our sister States upon terms of entire reciprocity. Our act was passed 24th March, 1865 (P. Laws, p. 49).

On the 29th April, 1865, the Legislature of New York passed, not a general law, but a private special act to authorize the consolidation of The Atlantic and Great Western Railroad Company, in New York, and the Buffalo Extension of the Atlantic and Great Western Railway Company with certain other Railroad companies.

This act is expressly confined to the merger of the two New York companies, and although the words are general as to the companies in other States with whom they may consolidate, yet the description of their forming a continuous line of railroad fits only the two roads of the same name in Pennsylvania and Ohio, which, with the New York road, form the main line of the Atlantic and Great Western Railway. By the New York act our general law is degraded into a private

[*Continued on the Eighth Page.*]

THE NEW YORK PRESS.

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COMPILED EVERY DAY FOR EVENING TELEGRAPH.

Resumption.

From the Tribune.

They say that the Resumption bill is to be killed in the House, and that some who vote to do it will shelter themselves under a protest of hostility to the President, or dislike to intrust so much power to Secretary McCulloch. Such a pretext, if set up, will be a cheat—there is not a scrap of sense in it. The Secretary's powers are awful—he can make rich or poor in an hour—but only because our circulating medium has no fixed, determinate value. A return to specie payments would at once divest him of nine-tenths of his pecuniary power. Make gold the legal standard of value, and the Secretary of the Treasury is a shorn Samson thenceforth; but, let suspension continue, and he can make or mar whomsoever he will.

It saddens us to hear usually sound and capable legislators like Mr. Kelley, of Pennsylvania, talk of resuming specie payment five to ten years hence! It seems to us like a man resolving that he will be honest, or a woman that she will be virtuous, after 1875. It is difficult to compute the present value of such prospective integrity.

A Word for Railroads.

From the Tribune.

The railroads of this country are seeing hard times. A few are doing well enough, but the great majority are not. The close of the war has cut off a part of their business, and drawn away a part to navigable waters. People hate to pay higher fare or freight, yet exact twice as much for fuel, timber, iron, labor, etc. etc., as was formerly paid. Then the taxes are very heavy, and the railroads are saddled with an undue share of them. The assessors who raise railroads to $50,000 per mile, and put farms down to a third of their cash value, will stand a good chance for re-election. So we calculate that a good many railroads will pay no dividend this year, unless they borrow them.

We suggest that this is a good time to cut off free passes in the lump. Retrenching them will never amount to anything—they should be utterly abolished. When a person travels on the business of the road, let him pay his fare and charge it. Knock the whole "dead-head" system stiff, and railroads generally would pay one per cent. more dividend than they now do. Don't wait for legislation—there is no need of it. Let us hear soon of a General Railroad Convention and a final abolition of all free passes.

Our Foreign Trade and the Tariff.

From the Tribune.

There is much discussion and citation of opinions on the supposed advantages of leaving international trade to the natural operation of the laws of production and transfer; but whatever may be the theoretical benefit of unrestrained trade, its practical working is evidently ruinous to us as a people. We can conceive of a time so remote, when men and nations, in a kind of millennial community of labor and commerce, may be governed by the Christian law of doing unto others as they would be done by, and it may do no harm to advocate the extension of the rule to the limit of prudence; but so long as individual avarice and national selfishness prevail, it will be well to provide tariffs and custom houses, as well as bolts, bars, and police.

As for the pacific and civilizing influence of international commerce, we have recently had a rich specimen of it in British neutrality; and, if peace is to be maintained with other nations, we submit that an intelligent volunteer system, coast defenses, and independent manufactures, are much more efficient and cheaper means than large importations. The English newspapers, manufacturers, and their jobbers on this side have been, and are, industriously trying to incite disaffection among the classes of our people in order to stifle our manufactures and enrich themselves; and there are simple people among us who believe that the free trade which Adam Smith and John Stuart Mill advocated is really practised by England. The position of Great Britain is peculiar, as she has to buy breadstuffs and raw products in her attempt to become the workshop of the world. Of sixteen of the principal articles, however, from which her revenue is raised, eight of which we export, the following is the average rate of duty exhibited, both in periods of peace and war:—

Years.....	1836-'41.	1845-'46.	1853.	1854-'59.
per cent.....	90·96	'96 18	97 33.	97·65

It would be difficult to cull eight articles of importation from which, with our present necessities, we raise an average duty of 50 per cent. In fact, the so-styled free trade system of England has a most convenient laxity, and is closely studied with reference to breaking down foreign competitors. We lately published a table of the production of manufactures, mechanic arts, and mining of the United States from the years 1850 to 1860, by which it appeared that the increase in the whole was only 90 per cent. in ten years. A more forcible illustration of the oppressive influence of low tariffs could scarcely be found. The increase of production in mining must have been more than 200 per cent., while that of agriculture was about 200, thus reducing the decennial improvement in manufactures and mechanic arts to a beggarly 50 per cent.! The trading and importing interests of this city are organizing all over the country their free trade leagues, while their agents, furnished with funds, are keeping open house and plying all the known arts of the lobby at Washington to pull down the tariff and still further prostrate our rising manufactures.

It happens that the Committee of Ways and Means must find the Secretary of the Treasury with means to meet the expenses of the Government. There are three sources from which they may be drawn—customs, direct tax, or a mixed internal revenue. The Constitution forbids an export duty, and the tax on imports has met the ordinary expenses of the Government. Mr. McCulloch must have about $150,000,000 for the interest on the National debt, $100,000,000 more for the current expenses, and, if possible, $50,000,000 more towards liquidation. From the tariff substantially as it stands, he may expect to raise $100,000,000; from internal revenue, pruned of its unequal and vexatious features, $200,000,000; and from miscellaneous sources, $20,000,000. If these traders and forwarders who are clamoring for a low tariff are alone heard, they will surely saddle the bulk of the taxes upon the producing portion of the population.

A judicious encouragement of manufactures, while raising the revenue, would have the additional effect of furnishing a home market for our produce, work for our fine, skilled labor, would curb luxury, enhance the stability and value of property, give us independence, and constitute us a homogeneous people. Such a policy, we contend, is ultimate gain, the highest economy; but if it were not, would not these blessings be worth paying something for? Will the opposite policy give us anything beyond the wretched privilege of consuming foreign finery, and enriching those who dole them out to us?

President Johnson's Speech.

From the Times.

The birthday of Washington was fittingly chosen for popular demonstrations in favor of the Union. That in this city was triumphant. That in Washington, equally enthusiastic, was even more significant, for there the President himself uttered "thoughts that breathe and words that burn." That great effort of wisdom and patriotism will secure for him the gratitude of his own country and the approbation of the world. When this wonderful speech has been attentively read and digested by the American people, President Johnson will be as firmly established in the confidence and affections as the most popular of his predecessors.

There is not a point touched in the speech that does not find response in Union-loving hearts. Its rebuke of traitors and demagogues is alike stern and deserved. The denunciation of Slidell and Toombs for attempting to destroy the Union by Rebellion, and of Stevens, Sumner, and Phillips for resisting the work of reconstruction, is as great as it is severe. The injustice and cruelty of Congress towards Tennessee and her representatives are made so clear that "all who run can read." The inconsistency and absurdity of declaring, as we did, that States were not out of the Union and could not be taken out, and after expending thousands of millions of dollars and deep rivers of blood to establish that fact, to turn round and say that States *are* out of the Union and shall not come in, are made as clear as the sun that brightened this morning. The lesson of duty towards offending brethren who acknowledge their offense and promise amendment is eloquently and reverently impressed. The interview with President Lincoln, showing what were the views of the late President on the subject of constitutional amendments, is full of instruction.

The assurance found in every sentiment and sentence of this enlightened speech that President Johnson adheres inflexibly to all the principles avowed during the Rebellion; that he reiterates his solemn conviction that "treason is crime," and that official traitors should be punished, and that the enemies of the Union are his enemies, and its friends his friends, is full of encouragement, and will unite and invigorate a people upon whose judgment and patriotism he so frankly and confidingly reposes. His faith will save him and the country. Indeed, from the 22d day of February, 1867, the Union, with all the stripes and stars by which it is symbolized, is a fixed fact.

The President and the Union.

From the Times.

The demonstration on Thursday in support of the President's policy was, perhaps, the most notable political assemblage since the opening of the sectional conflict five years ago. There was a remarkable fitness in the coincidence of Washington's birthday having been designated for such a demonstration. The occasion—apart from the immediate interest of current political action—was one for the suppression of everything like mere party or partisan feeling. And, unless we greatly misapprehend the temper which marked the vast gathering at Cooper Institute, only the most single-minded purpose on the part of those whose countenance and speech were invoked for the occasion. Mr. Seward and Mr. Dennison left their posts to be present at this Union gathering, at a sacrifice which it would be impossible for those not familiar with the exactions of official life to estimate.

The Secretary of State could only have been present in obedience to a call far higher than any mere party obligations impose; and the whole bearing of his temperate and judicious speech will convince even the most bigoted of partisan opponents that nothing is further from his thoughts than a party triumph, on a question where the integrity of the Union and the rational adjustment of the rights and liberties of *all* classes within the Union are concerned. "Say what you will or what you may," are Mr. Seward's words, "the States are already organized in perfect harmony with our amended Constitution, and are in earnest co-operation with the Federal Government." These are not words lightly or heedlessly spoken. They are the words of a statesman whose record is so clear before his countrymen and before the world on all that appertains to the vindication of right and justice, without regard to creed, or race, or section, that there is no one to-day in the ranks of sober and intelligent men to impugn it.

What object has Mr. Seward to gain in coming here to tell us that the President is acting thoroughly and unflinchingly with the friends of freedom and equal justice? Mr. Seward has nothing to win in the shape of popular favor from the citizens of his own State—nothing to deprecate in the way of popular rebuke. He came here because the people, without distinction of party, desired to hear from him directly upon questions on which his voice, as first minister, according to our constitutional forms, is not otherwise heard. He came here with his colleague, the Postmaster-General, to announce the essential agreement of the principal advisers of the President on the great practical points of the policy thus far pursued by the Executive. And he came here to assure those who may have been inclined to distrust the President's kindly intentions towards the freedmen, how thoroughly protected the emancipated class at the South already are under the existing Bureau Law, and how efficient that law may be in the hands of such a President as Andrew Johnson.

In all these points of view the presence of members of the Government on Thursday was a public benefit of incalculable value. In other respects the demonstration was an almost unparalleled success. The people were there in overwhelming numbers, eager, earnest, *decided* in their enthusiasm for the President and the Union. The *intelligence* of New York was, perhaps, better represented than it has been since the great gatherings which enlisted the North as a body for the Union five years ago. Then, as now, there was neither party trick nor party spirit to summon the people to their duty. Then, as now, the question was not *who* should govern, but whether there should be a country to be governed. Then, as now, the sound, sober, solid judgment of the people was evoked, and Congressional devices were blown to the winds. The great soul of the world is just. And the oftener its sympathies find expression the better for those who govern and those who are governed.

Stay Laws Unconstitutional.

From the Times.

The highest court in the State of Mississippi has declared the Stay law passed by the Legislature of that State to be unconstitutional. The same result is inevitable whenever the question shall be brought to a final test in the States which have by similar enactments sought to impair the obligations of contracts, and enable their citizens to repudiate their just debts. Certainly the United States Supreme Court will decide against all these laws as far as non-resident creditors are concerned. What folly it is, then, for the legislative bodies of Virginia, North Carolina, and other Southern States, to fritter away their time in the discussion of "bills to prevent the collection of debts," when, after they agree upon a particular form the law will not be worth the paper it is written upon. They cannot even gain a temporary delay, while they may so exasperate Northern creditors as to overcome the present lenient feeling towards Southern debtors. The people of the South ought to realize that their futile enactments only make them enemies among the very class that they must look to for favors—a class that has hitherto been friendly to them and has an interest in their advancement; that they are ruinous to State credit, odious to every principle of justice, and must seriously retard the restoration of commercial and business prosperity.

General Grant and the next Presidency—The Administration, the Politicians and the People.

From the Herald.

We are within two years, eight months and twelve days of the next Presidential election. Time flies rapidly in these days, and the great struggle of 1868 will soon be upon us. The politicians, this clique, that clique, and the other, are sapping and mining to secure the prize, and working to turn the Administration to their purpose and to befog and betray the people. To head them off, and to simplify the radical war upon the Administration, we proclaim General Grant as the independent champion of the army and the people for the next Presidency.

The late sanguinary Rebellion and its tremendous consequences have taught the American people that politicians, political cliques, and parties are not to be trusted—that their professions are fraudulent, that their promises are deceptions, that they are utterly selfish and unscrupulous, and that to secure power, spoils, and plunder they will stop at nothing. We are indebted for the late Rebellion mainly to the reckless politicians of the old Democratic party, and their hideous scramble for power and spoils. One Government did not furnish them a sufficient number of Presidents, cabinet members, ministers abroad, congressmen, fat offices, jobs, and spoils, and so, failing in the election of 1860, the Southern Democratic party leaders, such as Jeff. Davis, Mason and Slidell, Toombs and Yancey, Breckinridge and Hunter, Wigfall and Yulee, Benjamin and Iverson, C. C. Clay, Cobb, Thompson and Floyd, and the whole Southern Democratic Conventicle, with poor old Buchanan as their tool or their victim, their confederate or their slave, hitched their fortunes to the black and sulphurous chariot of South Carolina, and started full drive down the broad road to Dante's Inferno.

This was the horrible and bloody ultimatum of the Southern secession radicals, the controlling wing of the old exploded Democratic party. Like Lucifer, they would rather rule in hell than serve in Heaven, and like Lucifer, they have fallen never to rise again. The civil war which they brought upon the country rallied the people to the rescue. The people have saved the country from the Southern radicals—one gang of destructive politicians—in putting down the late rebellion, and the people are now required to step in and save the country from another set of destructives—the Northern radicals—in the work of restoring the Union. In this good work the Administration and its policy furnish a satisfactory base of operations. The clamor and cannonading of the Copperheads amount to nothing. It is all only the exultation of a discarded political faction over a timely rebuff from an honest President against another corrupt and reckless political faction, which ought to be discarded, and is destined in its turn to be cast out. Misery loves company, and so the Copperheads rejoice.

But what is the prospect before us? From the issue raised between Congress and the President there is but a cloudy prospect of Southern restoration during President Johnson's term of office. With timely assistance from the people, however, he may carry through his safe, sound, and acceptable programme. Otherwise, before the end of his term our financial fabric of debts, credits, and currency, may be shaken as by an earthquake, and our political affairs thrown into something like Mexican confusion. A Government with its legislative and executive departments at cross purposes is like a house divided against itself. It can do little or nothing to any good purpose, but it may do a world of mischief. The first duty, therefore, devolving upon the people is to bring such a pressure to bear upon Congress as will effect a harmonious co-operation between the two houses and the Executive. The Union will be endangered if the Government is brought to a stand-still by "a balky team." The balky horses must be made to pull or be taken out.

All this trouble results from the selfish intrigues and schemes of base politicians for power and spoils. Copperheads and radicals and so-called conservative Republicans are all scheming for the next Presidency. The game of some is to abuse, and of others to use the President; of some to cheat him, of others to defeat him; but he has too much judgment and too strong a will of his own to be or become the Presidential champion of any of these cliques of politicians. Moreover, he has declared that he has no aspirations for the succession, and we know that when he speaks he speaks what he means.

Against all these double-dealing cliques of politicians, therefore, and to flank them in their schemes to use or abuse the Administration, we proclaim that favorite of the people, the idol of the army and the pride of the country, that honest, incorruptible soldier—General Grant—the people's candidate for the next Presidency. He can be selected without the aid of party caucuses or conventions, or party platforms of any kind, and he will sweep the country like Abraham Lincoln. With this disposition of the Presidential question in advance, the difficulties between Congress and the President may be overcome, and especially when we know that Andrew Johnson is not a candidate, and has no other ambition than that of restoring the South, and the peace, harmony, and prosperity of the Union. In this view he has a tower of strength in the name of General Grant against the Presidential schemes of conflicting political cliques and parties aiming to cheat or destroy the Administration. Andrew Johnson has no favors to ask, and with Grant in the field for the succession, the politicians may as well hang up their fiddles, and assist in restoring the integrity of the Union, for against Grant and the Administration all their little Presidential schemes will come to nothing.

President Johnson's Speech.

From the World.

We do not enter into the feelings of the fastidious people who claim that the President's speech on the 22d wanted dignity. He was not speaking as President, but as a private citizen. A few weeks ago, the most influential member of Congress arraigned him for remarks made in a private conversation with Senator Dixon, and was insolent enough to suggest that the President deserved beheading for expressing his opinions. When the leader of the House of Representatives, speaking in his official capacity, thus denies to the President the most ordinary rights of a citizen, he is justified in practically asserting his rights in a pretty strong form. He is too strict an observer of decorum to overstep the reserve of official forms when speaking as a public officer; but as a simple citizen, addressing his fellow-citizens, he showed his practical contempt for the Congressional denial of his right to say that his soul is his own.

We have had a Tennessee President before whose intrepid openness made the nincompoops and red-tapists of his day "stare and gasp." General Jackson's freedoms of this kind were official as well as unofficial, as his replies to certain delegations and committees in the Bank days bear witness. Anybody who is curious to see specimens may find them in the third volume of Parton's "Life." To a son of Rufus King, who was the spokesman of a committee of merchants and bankers from this city, General Jackson said:—"Well, sir, Rufus King was always a Federalist, and I suppose you take after him. Insolent, do you say? What do you come to me for, then?" To another delegation he said:—"Why am I teased with committees? Here I am receiving two or three anonymous letters every day, threatening me with assassination if I don't restore the deposits and recharter the bank—the abominable institution—the monster that has attempted to control the Government. I've got my foot upon it, and I'll crush it." He was perpetually saying he had no confidence in Congress, and expressing the opinion that its members had been bought up with bank gold. "The d—d infernal scoundrel!" was the epithet he applied to one member of Congress. After reading one of Mr. Clay's philippics against him, he exclaimed:—"Oh, if I live to get these robes of office off me, I will bring the rascal to a dear account." President Johnson has not approached the passionate outbursts of his Tennessee predecessor; and, indeed, has said nothing not justified, and even demanded, by the circumstances.

It is a duty which Mr. Johnson owed to the Union cause to disabuse the country of a deception industriously practised upon it by the Republican party, and we do not well see how he could have done it *effectually* in any other way. For the last six months that party has been using his name and prestige to enable them to carry the elections, and then presuming on the result of these elections to overawe him into submission to their policy. Their arrogance in Congress rests on the fact that they have carried all the Northern State elections, which they hold over the head of the President as a proof of endorsement by the people; when, in truth, without the aid of the President's name the Northern majorities would have been against them. It is necessary that this dishonest game of playing the President's popular influence against his official influence should be stopped.

All the fall elections were carried by this stratagem, and as soon as Congress met these elections were flouted in the President's face as a proof that the Republican party is too strong for him to cope with. The same game was attempted the other day by the Republican Convention in Connecticut. It was repeated yesterday by the Republican Convention of Indiana. These conventions affect to endorse both the President and Congress. They mean to lay stress on the former while the election is pending, and to point to the latter after it is over, as the true interpretation of the result; thus using the President as a sort of drum to beat up recruits to fight against him.

There was but one way in which this abuse of the President's name and influence could be stopped; and that was by Mr. Johnson's exercising his privilege of a citizen to address his fellow-citizens in outspoken language, divested of official reserve. The great body of voters are not men of fastidious taste or refined education. In their intercourse with each other, they use blunt phases, and utter their whole meaning. Multitudes of them do not very well apprehend the distinction between official and ordinary language. It was, therefore, both proper and necessary that Mr. Johnson should explain his position in such a way that no intrepreter would be necessary to "explain his explanation." The most fastidious critics of his speech must admit that he has done this. It is because he has done it with such complete success as to foil all further attempts to use his popularity to break down his policy, that they raise this outcry about his want of decorum.

Mr. Johnson has been indebted for much of his success in public life to his honest appeals to the plain people. Finding Congress against him he now asks the people to decide in his favor, and addresses them in the manner on which his long personal experience has set the seal of success. In addressing Congress, he always uses dignified language; in appealing to the people against Congress, he uses language which the people understand and demagogues cannot explain away. Voters of the rudest intelligence cannot hereafter be deceived into the belief that it is possible to support the President and Congress at the same time, as the Republican party have been pretending to do.

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Fine Jewelry,
Silver-Plated Ware,
AND
Solid Silver-ware.
8 30§

TEAS, &c.

TEAS REDUCED TO $1, AT INGRAM'S Tea Warehouse, No. 43 S. SECOND Street.

ROASTED COFFEE REDUCED TO 30 CTS. at INGRAM'S Tea Warehouse, No. 43 S. SECOND Street.

40C. BEST MILD COFFEE, AT INGRAM'S Tea Warehouse, No. 43 S. SECOND Street.

TEAS AND COFFEES AT WHOLESALE prices, at INGRAM'S Tea Warehouse, No. 43 S. SECOND Street. Try them.

GREEN COFFEES FROM 22 TO 28 CTS. A pound, at INGRAM'S Tea Warehouse, No. 43 S. SECOND Street. Try them. 1 12

STOVES, RANGES, &c.

CULVER'S NEW PATENT

DEEP SAND-JOINT

HOT-AIR FURNACE

RANGES OF ALL SIZES.

ALSO, PHILEGAR'S NEW LOW PRESSURE STEAM HEATING APPARATUS.

FOR SALE BY
CHARLES WILLIAMS,
5 4 § No. 1132 MARKET STREET.

SHIRTS, FURNISHING GOODS, &c

J. W. SCOTT & CO.,

SHIRT MANUFACTURERS,

AND DEALERS IN

MEN'S FURNISHING GOODS,

No. 814 Chesnut Street,

FOUR DOORS BELOW THE "CONTINENTAL,"

8 26 §rp PHILADELPHIA.

PATENT SHOULDER-SEAM
SHIRT MANUFACTORY
AND GENTLEMEN'S FURNISHING STORE.

PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO.,
8 24 § 706 CHESNUT STREET

DRY GOODS.

1866. SPRING OPENING. 1866.

J. M. HAFLEIGH,

No. 902 CHESNUT Street,

WILL OPEN

HIS SPRING IMPORTATIONS

IN

DRESS FABRICS

INCLUDING GREAT NOVELTIES,

ON

MONDAY AND TUESDAY,

[2 23 5t

FEBRUARY 26 and 27.

THOMAS SIMPSONS SONS,

NOS. 922 AND 924 PINE STREET.

Are now offering at reduced prices the following:—

BLANKETS—BLANKETS.

BLANKETS CHEAP.

SPLENDID BLANKETS—From $5 per pair up.
10-4 Blankets, all-wool, $5 50, worth $8.
11-4 do. do. $7, worth $10.
12-4 do. do. $10, worth $14.
Also, a full assortment of Crib and Cradle Blankets, at low prices.

LINEN GOODS.

8-4 Barnsley Table Damask, all qualities.
White and Unbleached Table Linens, all widths and patterns at reduced prices.
Also, a large assortment of Towels, both white and unbleached, from 18c. a piece up.
Napkins and Doyllies in great variety, cheap.
We can offer a great bargain in Linen Sheetings and Shirtings. The best makes of Linen Shirtings, 10-4 wide, for $1 50 per yard; cheaper than muslin.
Russia Diapers, all widths, from $2 50 a piece up.
We have an excellent assortment of Linen Lawns, Cambrics, from the coarsest to the finest number, at a very small advance.
Shirt Bosoms from 20c up.
Neat Styles Heavy Marseilles, for Ladies' and Children's wear, 50 cents per yard—worth $1 25. These goods are just in from New York auction.
27 inch Medicated All Linen Huck Towelling, 25 cents per yard—worth 50 cents.
Cambric Edgings and Insertings. A new and beautiful assortment, just opened.

WHITE GOODS.

We have just received a large assortment of White Goods, at a very great reduction.
Brilliants, all qualities and styles, from 40c. up.
Cambrics, dressed and undressed.
Swiss and French Muslins, Striped Muslins, Nainsook's Plaid Muslins 20 per cent. less than formerly.

DRESS GOODS

Just received, a full and well-selected assortment of Poplins, Merinoes, White Glace Mohair, for evening dresses.
Alpacas and Delaines, good quality and colors, cheap.
Black and white striped Mohair Skirting.
Balmoral Skirting, 75c. a yard up.
Also, a full assortment of Skirts.
Plain Black Alpaca, 31c up.
Galicoes, 16c. up. Ginghams, cheap.
English and French Chintzes and Percals, beautiful patterns at a very small advance.

HOSIERY AND MERINO GOODS.

We have a large stock of Hosiery, and are anxious to sell it off. We, therefore, have reduced the prices to a very low figure. Ladies' White Hose, from 13c. a pair up. Gents' White and Unbleached Hose good quality, all sizes. Children's White and Unbleached Hose, cheap.
A good assortment of Woollen Hose.
Merino Shirts and Drawers, in great variety, at low prices.
We have all makes, widths, and qualities of Muslin, both white and brown.
Sheetings and Pillow Muslins, at reasonable prices.
A reduction made for Dorcas or other Benevolent Societies, at

1 29mws THOMAS SIMPSON'S SONS, Nos. 922 and 924 PINE Street

HANDSOME SILKS

AT LOW PRICES.

We have now open a choice assortment of

SPRING SILKS,

Of every variety and quality.

IN CHOICE SHADES AND COLORS.

Silks Suitable for Evening Dresses.

Silks Suitable for Street Dresses.

BLACK GRO GRAIN SILKS.
BLACK TAFFETA PARISIENNES.
BONNET TAFFETAS.
DRAP DE FRANCE.
ARMURES,
CORDED,
GRO DE AMERIQUES,
GRO DU RHINES,
TAFFETAS,

AND BLACK SILKS,

Of every variety, with and without Lustre, at less than present cost of importation.

H. STEEL & SON,

2 17smw Nos. 713 and 715 N. TENTH ST.

No. 1034 CHESNUT STREET.

No. 1034 CHESNUT STREET.

1866. Spring Importation. 1866.

E. M. NEEDLES.

HAS JUST OPENED

1000 PIECES WHITE GOODS,

In PLAIN, FANCY, STRIPED PLAID and Figured Jaconets, Cambrics, Nainsook, Dimities, Swiss, Mull, and other Muslins, comprising a most complete stock, to which the attention of purchasers is solicited, as they are offered at a large REDUCTION from last SEASON'S PRICES.

100 pieces SHIRRED MUSLINS for Bodies.
100 pieces PIQUES in all varieties of styles and price from 90c. to $1 50.
300 PARIS GOFFERED SKIRTS, newest styles, of my own importation.

No. 1034 CHESNUT STREET. No. 1034 CHESNUT STREET.

DREIFUSS & BELSINGER,

No. 49 N. EIGHTH STREET,

EAST SIDE,

Have just received a large lot of

HAND-MADE WOOLLEN GOODS,
LADIES' FANCY GOODS,
WHITE GOODS, LACES, EMBROIDERIES, VEIL HAIR NETS.

And a full line of

LADIES' AND CHILDREN'S KID, SILK, AND FANCY GLOVES.

Also, a large lot of

CROCHET LACES,

Which we are offering at reduced prices. 9 12§

DRY GOODS.

113 PRICE & WOOD, 113

N. NINTH STREET, ABOVE ARCH.

Best makes bleached and unbleached Muslins—6-4, 6-4, 8-4, 9-4 and 10-4 Sheeting Muslins.
American Prints and Ginghams, fast colors.

WHITE GOODS!

WHITE GOODS!

Cambric, Jaconet, and Nainsook Muslins.
Cambric and Nainsook Plaid Muslins.
Nainsook and Swiss Stripe Muslins.
White Brilliantes, 28, 31½, 37½, 40, 44, 50, 62½.
Marseilles, Lancaster, and Honeycomb Quilts.
White Marseilles, good quality, 75 cents per yard.

LINEN GOODS!

Table Linens, Napkins and Towels.
Linen Huckaback, by the yard.
Huckaback Towels, 25, 28, 31, 37½, 40, 45, 50, 62½.
Handsome Damask Towels, very cheap.
Richardson Son's, and Owden's Shirting Linens.
Scotch Diaper, by the piece.
Lined Bird Eye, for Children's Aprons.
Ladies' and Gents' Linen Cambric Hdkfs.
Do. do. Hem-stitched Hdkfs, etc.

PRICE & WOOD,

No. 113 N. NINTH Street above Arch.

N. B. Ladies' and Misses' Hoop Skirts, made expressly for our sales, and warranted.
P. S. Will remove to the N. W. corner Eighth and Filbert streets about the last of April.

FINE SHAWLS.

A good opportunity to secure a Fine Shawl at a very low price.

FINE BROCHE SHAWLS.

FINE PAISLEY SHAWLS,

FINE BLANKET SHAWLS.

The entire stock will be sold without regard to the cost.

BLANKETS! BLANKETS!

ENGLISH BLANKETS.

FINE AMERICAN BLANKETS,

All our fine and medium grades, very much reduced in prices.

MARSEILLES QUILTS,

OF OUR OWN IMPORTATION.

A great variety of new patterns in all sizes. A larger stock to select from than in any other establishment in this city.

J. C. STRAWBRIDGE & CO.,

[2 21 rp

N. W. COR. EIGHTH AND MARKET STREETS.

OPERA,

BEST KID GLOVES, 90 CENTS.

PERFECT, BUT SLIGHTLY OUT OF ORDER; NOT PERCEPTIBLE.

WARBURTON & SON,

2 23 3t No. 1004 CHESNUT Street.

628 HOPKINS' 628

HOOP-SKIRT

Manufactory, No. 628 ARCH Street,
Above Sixth Street, Philadelphia.
Wholesale and Retail.

Our assortment embraces all the new and desirable styles and sizes, of every length and size waist for Ladies, Misses, and Children.
Those of "*OUR OWN MAKE*" are *superior* in *finish* and *durability* to any other Skirts *made*, and warranted to give satisfaction.
Skirts made to order, altered, and repaired. 2 4§

MONUMENTS, TOMBS,

GRAVE-STONES, Etc.

Just completed, a beautiful variety of
ITALIAN MARBLE MONUMENTS,
TOMBS, AND GRAVE-STONES,
Will be sold cheap for cash.
Work sent to any part of the United States.

HENRY S. TARR,
MARBLE WORKS,
1 24wfm No. 710 GREEN Street, Philadelphia.

S. SILBERMAN & CO., IMPORTERS OF FANCY GOODS,
No. 13 S. FOURTH Street,
PHILADELPHIA.

Portemonnaies, Pocket Books, Purses, Travelling Bags, Satchels, Dressing Cases, Ladies' Companions, Writing Desks, Portfolios, Work Boxes, Jewel Boxes, Photograph Albums, Opera Glasses, Field Glasses, Spectacles, Card Cases, China and Gilt Ornaments, Pocket Cutlery, Razors, Combs, Brushes, Perfumery, Soaps, Fans, Hair Nets, Hair Ornaments, Steel Jewelry, Jet Goods, Cornelian Goods, Bracelets, Neck Ties, Clasps, Studs, Sleeve Buttons, Scarf Pins, Scarf Rings, Silk Watch Guards, Leather Guards, Steel and Plated Chains, Watch Keys, Shawl Pins, Violin Strings, Beads of all kinds, Dolls, Rubber Balls, Dominoes, Dice, Chessmen, Chess Boards, Backgammon Boards, Playing Cards, Pocket Flasks, Drinking Cups, Tobacco Pipes, Tobacco Boxes, Tobacco Pouches, Match Boxes, Pipe Stems, Cigar Tubes, Cigar Cases 2 15 1y

TO SHIP CAPTAINS AND OWNERS.—THE undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.
Captains or Agents of Ship Carpenters, and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper Paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.

JOHN H. HAMMITT,
Kensington Screw Dock,
3 11 DELAWARE Avenue, above LAUREL Street.

REVENUE STAMPS, REVENUE STAMPS, REVENUE STAMPS,
Of all descriptions,
Of all descriptions,
Always on hand,
Always on hand,
AT FLORENCE SEWING MACHINE CO.'S OFFICE,
AT FLORENCE SEWING MACHINE CO.'S OFFICE,
No. 630 CHESNUT Street,
No. 630 CHESNUT Street,
One door below Seventh street,
One door below Seventh street.
The most liberal discount allowed.
The most liberal discount allowed. 2 5

GREEN PEAS,

GREEN CORN,

FRESH PEACHES,

FRESH TOMATOES, PLUMS Etc.

ALBERT C. ROBERTS,

DEALER IN FINE GROCERIES

9 22 4p COR. ELEVENTH AND VINE STS.

CITY INTELLIGENCE

[For Additional City Intelligence see Fifth Page.]

THE RAILROAD TRACK ON BROAD STREET.

Petitions Against its Removal.

To the Honorable the Select and Common Councils of the City of Philadelphia:—

The undersigned, merchants of the city of Philadelphia, most respectfully call your attention to the attempt now being made to remove the railroad track on Broad street, north and south of Market street.

Produce to and from the South and Southwest is daily received and shipped from points on Broad street north of Market street, and any attempt to interrupt the continuous railway connection as at present existing would so increase the cost of transportation as to prevent the introduction of produce from the above sources to the extent of not less than two hundred and fifty thousand tons per annum.

The undersigned most respectfully remonstrate against the passing of any ordinance of such a character at the present time, knowing that the same would be prejudicial to the interests of the commercial community.

Aldrich, Yerkes & Cary, 18 and 20 Letitia street.
Vaughan & Reiff, 101 S. Front street.
W. H. Howell, 116 S. Front street.
Harrison Brothers & Co., 105 S. Front street.
Daniel Bohler, per Weikel, 114 N. Third street.
P. C. Tomson, 248 N. Third street.
Harrison, Havemeyer & Co., 221 Vine street.
C. H. Garden & Co., 600 Market street.
Hood, Bonbright & Co., 520 Market street.
E. R. Taggart, 515 Market street.
C. T. Holloway, 505 Market street.
Elliotts & McCown, 403 Market street.
Fosherick & Black, 422 Market street.
Garrett & Martin, 420 Market street.
Gillespie, Zeller & Co., 401 Market street.

To the Select and Common Councils of the City of Philadelphia:—

The undersigned, residents, owners of property, and persons engaged in business upon Broad street, respectfully represent that a bill is now before Councils proposing to remove the railroad tracks from that street, against the passage of which they desire respectfully and earnestly to remonstrate and protest:—

First. Because, upon the petition of any ten citizens owning property upon Broad street, anywhere between Germantown and League Island, the city is imperatively required to remove the rails.

Second. Because the parties urging the passage of this bill are understood to be interested in the race course at the lower end of the city, and in property far north of the railroad tracks at the upper end of the city.

Third. That the signers hereto are a large majority of persons owning property and doing business in Broad street, between Washington street on the south and Spring Garden street on the north.

Fourth. There is the highest authority for asserting that the proposed ordinance, if passed, would be illegal.

Fifth. The expense of the proposed removal, if made, will be enormous, and that it is not right to place in the hands of any ten men that can be found interested in suburban property on Broad street the power of compelling the city to incur such expense for their private advantage.

Sixth. That their property will be decreased in value by the removal of the railroads and tracks, and the consequent removal of business from the street.

Names.	*Residences.*
Samuel H. Hess,	203 and 205 N. Broad street.
Moorhead, McKenna & Co.,	144 N. Broad street.
Henry Diehl,	Broad and Race streets.
Sharpless, Seter & Co.,	S. E. cor. Broad and Race sts.
Alex. Comery & Co.,	N. E. cor. Broad and Cherry sts.
Hugh Craig & Co.,	Broad and Cherry streets.
Jas. Steele & Co.,	Broad and Cherry streets.
Peter Steman,	144 N. Broad street.
Worley & Bryson,	110 N. Broad street.
Benj. E. Davis,	Broad and Filbert streets.
Fisher & Miller,	Broad and Arch streets.
Miller & Collins,	115 N. Broad street.
Malone & Co.,	138 and 140 N. Broad street.
F. M. & H. Brooks,	142 N. Broad street.
Rowland & Ervien,	257 N. Broad street.
Shoemaker & Co.,	239 N. Broad street.
Jas. H. Davis,	231 N. Broad street.
Pierce & Black,	231 N. Broad street.
D. B. Kershow & Co.,	118 and 120 N. Broad street.
Frank Scheppmann,	202 N. Broad street.
Geo. Myers,	204 N. Broad street.
Champion & Austin,	206 Broad street.
James H. Wilson,	214 N. Broad street.
Detwiler & English,	216, 218 and 220 N. Broad streets.
Baker & Hopkins,	216, 218 and 220 N. Broad street.
Nelson Gavit,	222, 224, 226 and 228 N. Broad street.
Joseph Beitler,	238 and 240 N. Broad street.
John Wimer,	232 N. Broad street.
Bard & Geiselman,	242 N. Broad street.
Chas. Rayner,	142 and 144 N. Broad street.
Green & Smith,	316 N. Broad street.
Landis & Stone,	301 N. Broad street.
Gillespie & McKnight,	309 and 311 N. Broad street.
Dunwoody & Robertson,	211 and 213 N. Broad street.
J. W. Supplee,	317 and 319 N. Broad street.
Richards & Ayton,	333 N. Broad street.
T. W. Neill & Co.,	S. E. cor. Broad and Callowhill sts.
Washington Yates,	Broad and Callowhill streets.
R. B. Seidel & Co.,	1330 Callowhill street.
Whipple & Purnell,	433 Broad street.
Ulysses B. Vidal,	Broad and Noble streets.
John R. Steel,	44 N. Ninth street.
W. M. Watt,	2035 Locust street.
Samuel Jones Garter,	1329 Spring Garden street.
Joseph B. Solms,	124 S. Eighteenth street.
Reppller, O'Donnell & Co.,	N. W. cor. Broad and Spruce.
James O'Donnell,	1810 Montrose street.
Robert Arthur,	1922 Lombard street.
R. H. Crane,	706 Shippen street.
John Donaghy,	2315 Spruce street.
Thomas Branson,	247 S. Fifteenth street.
Thomas Branson, Jr.,	608 S. Sixteenth street.
John B. Morgan,	804 S. Tenth street.
C. R. Macauley,	706 S. Broad street.
James McLaughlin,	1917 Christian street.
D. Hamaker, Broad and Fitzwater streets.	
T. N. Town, Broad and Fitzwater streets.	
Philip Bushong,	N. Broad street.
Bushong & Hahs,	N. Broad street.
Allman & Wenger,	207 and 209 S. Broad streets.
James Moore,	2025 Fitzwater street.
Robert Bussel & Brother,	2055 Catharine street.
James O'Brien,	32 S. Seventeenth street.
Charles Krall,	Germantown.
Opman Kerbaugh,	Twenty-third and Lombard streets.
Richard W. Clements,	745 S. Fifteenth street.
Samuel Clowney,	808 Wharton street.
Dr. C. H. Ditzler,	1635 Lombard street.
Geo. Garvin,	1419 Lombard street.
Samuel McNutt,	1428 South street.
John Sherry,	2218 Lombard street.
Horace Kingsbury,	2313 Sansom street.
Jos. W. Smedley,	1811 Mervine street.
Jas. C. Molloy, Jr.,	724 Marion street.
Nicholas Nelson,	1211 Marlborough street.
Wm. L. Mactier,	621 Spruce street.
James Winters,	1408 Hamilton street.
Isaac I. Smith,	1001 Clement street.
J. L. Gregory,	Broad and Locust streets.
D. Ritchie,	1128 Anita street.
J. C. West,	819½ Filbert street.
Wm. Bonner,	1219 Market street.
J. W. Robinson,	439 Tasker street.
John Akins,	624 S. Broad street.
R. P. Bender,	632 N. Twelfth street.
Edward H. Fell,	1222 Ogden street.
Wm. Reed,	122 Whitehall street.
Wm. H. Wester,	1801 Frankford road.
Wm. J. Benners,	824 N. Eleventh street.
Joseph Hayward,	231 N. Ninth street.
A. F. Henderson,	226 N. Broad street.
George Cookman & Co.,	Broad and Filbert streets.
Josiah Bryan & Co.,	250 and 252 N. Broad street.
Thomas P. Parker,	249 and 251 N. Broad street.
J. M. Smith & Co.,	248 N. Broad street.
Shoemaker & Tisdall,	244 N. Broad street.
Davis & Allen,	237 N. Broad street.
James C. Brichett,	246 N. Broad street.
R. L. Riddle & Co.,	238 and 240 N. Broad street.
L. E. Smith,	S. E. corner Broad and Vine streets.
A. Cawton & Co.,	139, 141 and 143 N. Broad street.

To the Select and Common Councils of the City of Philadelphia:—

Protest and remonstrance of the undersigned citizens of Philadelphia, not owners of property, nor engaged in business on Broad street, but having a knowledge and interest in the general business of the city, represents:—

First. That they believe that the maintenance of the railroad upon Broad street to be alike necessary and desirable; that by it coal is distributed to families in the Southern part of the city at an average of seventy-five cents per ton cheaper than it could be done by any other means.

Second. By it our city has a cheap and expeditious mode of distributing grain, lumber, iron and other articles, necessary to comfort and subsistence.

Third. That if it were removed, the amount of carting through and across the city would be very largely increased, crowding the streets and taxing the consumers unnecessarily.

Fourth. That they believe that it will involve the city in a very heavy expenditure of money.

John McManus,	846 Washington avenue.
Albert Remento,	708 Washington avenue.
D. P. Shunk,	720 Washington avenue.
Patrick Sloade,	Fourth and Carpenter streets.
A. Steveling,	1607 S. Second street.
Whaley & Cadbury,	Second and Tasker streets.
George Tippen,	1307 S. Second street.
Savery & Co.,	S. Front and Read streets.
James Donaghy,	1329 S. Fifteenth street.
Thomas O'Reilly,	1321 S. Front street.
Ph. Koeuler,	620 Willow street.
John W. Kean,	15 Washington avenue.
John O'Neill,	1632 Washington avenue.
H. E. Coulomb,	Eleventh street and Washington av.
John H. Dowling,	Eleventh street and Washington av.
Hugh Walker,	1229 Washington avenue.
George Leutz,	1227 Washington avenue.
Griffith & Evans,	Nineteenth st. and Washington av.
W. M. Seyfert,	28 S. Seventh street.
J. M. Mays,	1004 Chesnut street.
Mathews & Moore,	Rush Hill Iron Works.
F. A. Penington,	2022 Mount Vernon street.
Benjamin Tindall,	949 S. Front street.
Charles H. Miller,	139 Washington avenue.
Thomas C. Guthrie,	28 Washington avenue.
Francis Hetzell,	908 Swanson street.
George W. Gunann,	327 Washington avenue.
Jos. C. North,	1502 S. Front street.
C. Neff & Son,	600 Washington avenue.
H. W. H. Karcher,	626 Washington avenue.
Wm. Jordan,	701 Washington avenue.
D. McElwee,	806 Washington avenue.
Smith D. Cozens,	Thirteenth street and Washington avenue.
McCandless & Smith,	between Broad and Fifteenth streets, in Washington avenue.
Wm. McCoy,	Fourteenth st. and Washington avenue.
J. P. Evans,	Prime street and Washington avenue.
H. Clifford Smith,	below Broad street, in Washington avenue.
Charles O'Neill & Son,	Washington avenue, below Broad street.
John Russell,	Thirteenth street and Washington av.
Alex. Slean,	Washington avenue, below Thirteenth.
Chas. S. Short,	1225 Washington avenue.
Burns & McMenamy,	1217 Washington avenue.
Howard T. Fisher,	Twelfth street and Washington av.
Wm. M. Hoyt, agent,	Tenth st. and Washington av.
James Bayle,	936 Washington avenue.
John Wilson,	934 Washington avenue.
George Daly,	Ninth street and Washington avenue.
Geoghegan Anderson,	844 Washington avenue.
Samuel F. Fox,	Ninth and Willow streets.
W. H. Campbell,	Eighth and Willow streets.
James Smith & Co.,	Marshal and Willow streets.
John J. Neisler,	Eighth and Callowhill streets.
J. Alex. Smith,	Garden and Callowhill streets.
Wm. Hart,	Garden and Callowhill streets.
Charles Thomas,	S. E. cor. Eleventh and Noble streets.
A. T. Markley,	N. W. cor. Eleventh and Noble.
Levi Shinn,	Eleventh and Ridge avenue.
Chas. C. Williamson,	922 N. Seventh street.
Michael Quinn,	Twelfth street above Callowhill.
J. L. Rogers,	Twelfth and Callowhill streets.
W. C. Rogers,	Twelfth and Callowhill streets.
Theodore Haas,	No. 1215 Callowhill street.
Henry T. Keck,	No. 1215 Callowhill street.
John F. Glenn,	No. 1223 Willow street.
Napoleon Laulney,	No. 413 N. Thirteenth street.
David Gilbert,	No. 224 N. Thirteenth street.
J. Schweinhurt,	No. 435 N. Tenth street.
Philip Stobl,	No. 305 N. Tenth street.
John H. Murphy,	No. 1225 Noble street.
Chas. Prentzel,	No. 1224 Market street.
Armen D. Acheson,	No. 1015 Market street.
Jos. M. Tweed,	No. 811 Market street.
Wm. L. Kite,	No. 110 S. Fourth street.
L. C. Troutman,	Fourth and Library streets.
B. K. Isler,	No. 44 N. Sixteenth street.
R. B. Aertsen,	No. 410 Walnut street.
G. L. Fisher,	No. 1907 Callowhill street.
P. O'Reilly,	No. 421 Walnut street.
Edward Jones,	John K. Shivers.
C. F. Heasz,	McClure & Cunliffe.
James Quein,	David Cooper.
Thomas Davis,	C. P. Knight & Bro.
James Cunningham, Jr.,	Wm. B. Thomas
Orlando F. Frain,	Watson, Malone & Co.,
William Long,	Edwin A. Smith,
John Huff,	Ellis Clark,
John W. White,	McFadden & Thompson,
Thomas Plumer,	Champion, Souder & Co.
Amos Watson,	Bookhammer & Budd,
Robert Gilfillan,	James R. Dickson,
James P. Perot & Bro.,	S. H. & H. Levin,
Samuel C. White,	Crowell & Collins
James M. Goldy,	Etting & Bro.,
Nathan Brooks,	Lathbury, Wickersham & Co.,
Henry Croskey & Co.,	Schell, Berger & Co.,
D. Trump, Son & Co.,	Garratt & Mecke,
Charles M. Betts,	Hood & Somers,
R. Torpin, Jr.,	Paul & Thompson,
D. R. Taylor & Son	John W. Shriver & Co.,
Craig & Blanchard,	Seiser & Bro.,
J. E. Landell,	Henry Godley,
A. J. Geiger,	E. E. Park,
Norcross & Sheets,	T. A. Runyon,
Dodge & Co.,	E. A. Stout,
J. M. Rommel,	Robert L. Allen,
Wolverton & Tinsman,	J. B. Mickle,
W. W. Babbitt,	George H. Cox,
Amos Knight,	Ira M. Hovey,
J. S. Clampitt,	John Strellan,
W. A. Boyd,	Robert Hutcheson,
Curtis J. Nice, M. D.,	Gotlieb Weir,
John Boardman,	T. W. Wheeler,
Thomas Roberts,	Wm. H. Stewart,
Struthers Jeffrey,	J. Lohr,
Geo. W. W. Rauch,	James R. Nevell,
Charles Moore,	George Taylor,
Lewis Seigrath,	George R. Christian,
John Purcell,	John Fillman,
E. H. Gilbert,	Samuel Allen,
J. B. Weston,	John Clemens,
George J. Nevell,	David Warley,
Charles Fay,	J. T. Kiehner,
John Thomas,	J. B. Carr,
John J. Sutton,	Leopold Selsse,
I. B. Paxon,	George Roberts,
William Craft,	William Graham,
Charles Zwicker,	William Smith,
Martin Brenner,	Bernard Donnelly,
G. W. Taylor,	A. Hildenbrand,
Wm. R. Taylor,	John O'Hara,
Charles Smith,	John Weisse,
R. Barr	Charles Mason,
Joseph Thompson,	George P. Nevell,
James Shauley,	James Rawdon,
G. F. Hartley,	Thomas Fox,
Richard Stevenson,	John Bayne,
Robert T. McKee,	John Roney,
William Killian,	Benj. Kepworth,
Thomas Reilly,	John Yeo,
E. Warner,	Frederick Emlert,
James Taylor,	Patrick Greer,
James Dubree,	Patrick Eagan,
S. Ingram,	Edward M. Kenney,
Wm. Murray Nevil,	F. Brem,
Geo. M. Clarke,	Jacob Lukert,
Daniel McElwee,	Matthew Shaw,
John McJonough,	David Dillion,
Michael Noonan,	William Fewitt,
Washington W. Sweeney,	Jesse R. Mellor,
Francis McHugh,	Geo. W. Browne,
J. Hanlon,	Daniel Eglof,
Wm. Feeme,	David Marlon,
Adam Austin,	Richard Craker,
James Gleason,	Frank G. Withers,
Wm. Southey,	Henry Yetler,
P. Rattican,	John Brannan,
Thomas Nally,	John Black,
Chas. H. Taylor,	J. Burns,
Wm. Sweeney,	Isaac P. Work,
John Cahill,	William Nolan,
W. W. Reigle,	Francis Mulochill,
Samuel R. Lord,	James Dougherty,
Frederick Hittner,	Dennis McElhaugh,
Alex. M. Long,	Phil. Nolan,
Thomas Mellor,	Flavten Huot,
Thomas Fay,	L. Poltz,
George Vardy,	Reuben Deal,
James Brearley,	William B. Odenatt,
Andrew Moore,	J. Brenholtz,
Joseph S. Skeltonlzeths,	Daniel Debman,
Joseph Calther,	John Bradbury,
William Cooper,	Alfred B. Van Orten,
Michael Brannan,	James Hurley,
Henry Higham,	Frank Rigel,
Morris Hilner,	John Kerr,
H. Gentner,	Edward McGovern,
Joseph Miller,	Robert Graham,
John H. Jacobs,	Christian Snyder,
Joseph Lilly,	John Fisher,
Caleb H. Austin,	William Taylor,
George Herman,	William H. Bittle,
James Stretch,	Simon Edwynerberg,
Thomas Holmes,	George S. Grigg,
Daniel Van Horn,	A. G. Mason,
Hugh Thornton,	William Holly,
John H. Nevell,	J. Hause,
John J. Dellhaven,	Charles H. Watson,
Robert Carter,	J. L. Gregory,
James Carter,	T. H. Gervais,
Edwin A. Chapman,	James Morrison,
James F. Williams,	John Smyler, Jr.,
George Frederick,	Henry Butz,
Edwin Barker,	D. Ritchie,
Washington Stuckert,	Wm. Bonner,
H. T. Halbert,	Edward McCaffrey,
Daniel Turner,	Henry W. Allen,
William B. Miller,	Edward Baxter,
John Van Horn,	Robert B. Morris,
Henry Kraft,	S. & R. Hill,
William H. Wild,	J. H. Cook,
Jas. W. Rushling,	Hugh Edams,
Edward Hitchcock,	R. R. Miller,
John C. Albro,	Isaac Briggs,
A. A. Fahey,	P. W. McLean,
John Forbes,	Hugh Janney,
Michael Meninger,	Jas. McAully,
J. M. Connelly,	Jesse S. Mather,
Albert Eichhorn,	Wm. Tivoy,
Albert Snyder,	Thos. Logan,
Joseph Edeline,	Henry Christian,
John A. Walsh,	Geo. Quein.
Jas. R. Robinson,	
Thos. Ascough,	

Police Items.—Sarah Scott was committed on Friday, by Alderman Lutz, having been arrested at Twentieth and South, for the larceny of a watch.

On Friday afternoon, Mrs. Caroline Beaver, from Chester county, had her pocket cut from her dress, while in a store in Eighth street, but the thief, in obtaining the pocket-book, secured but little money.

James McNeil, aged thirteen years, has been bound over by Alderman Hurley, upon the charge of begging, and threatening those who refused to give him money. An elder brother of the accused, named William, was also held to answer for interfering with the officer while in the discharge of his duty. It is alleged that he tried to rescue his truant brother from custody.

Francis Alonzo, Robert Torney, and Robert Conley had a hearing before Alderman Massey on Saturday, charged with entering the factory of Mr. Joseph Scofield, in Willow street, below Thirteenth, with intent to commit a felony. The facts and circumstances of the affair, as developed on the hearing, are these:—Mr. Scofield is engaged in the manufacture of Balmoral skirts, and within a few weeks, and every morning, some of them were discovered to have been carried off in the night.

A watch was consequently set for the offenders, and on Friday night, about 10 o'clock, the parties made their appearance, first climbing over a wall from Callowhill street. An entrance into the factory was effected by prying open a shutter, and they then made their way to the third story, where they were caught like rats in a trap, by Captain Franklin and Officer Gamble. From a statement made by Conley, who had been in the employment of Mr. Scofield, some of the skirts were recovered from ladies residing in the neighborhood who had purchased them. The accused were committed for trial.

An Important Decision.—In the Court of Common Pleas, on Saturday, Judge Allison gave the following as his opinion in the case of Nichols vs. Return Judges. This was an application for a mandamus to the Board of Return Judges to compel them to give relator his certificate of election as School Director in the Fifth Ward, Mr. Lewis C. Cassidy was School Director in said Ward, and it was alleged that he removed therefrom, and a vacancy was thereby created. Certain citizens went to the polls and voted for Mr. Nichols to supply the vacancy. Only two precincts made return, and those returned but 15 or 18 votes.

The answer of the school directors does not deny the existence of the vacancy, but they claim that the vacancy must first be established by some action of the Board of Directors, and that there can be no election until that fact is settled. As the law allows the School Board to determine when a vacancy does exist, the question whether there is a vacancy or not must be established by the decision of the jury, or in some other way. Another question which arises is, Can an election of this kind be treated as a valid election? The Sheriff never issued a proclamation for the election, nor was the Court ever called upon to have the Sheriff issue a supplemental proclamation, so that electors might be notified of the fact. The application for a mandamus was refused.

The United States Steamer "Bienville."—The United States steamer *Bienville* is expected to leave the Navy Yard this week. She went into commission last Tuesday. The following is a list of her officers:—

Commander—Reed Werden.
Lieutenant Commander—H. B Seely.
Lieutenant—W. F. Stewart.
Acting Volunteer Lieutenants—Charles W. Wilson Wm. R. Hathaway.
Surgeon—Wm. Johnson, Jr.
Acting Passed Assistant Surgeon—J. J. Sowerby.
Acting Paymaster—Charles S. Perley.
Acting Masters—H. C. Nields. Joseph Avant.
Acting Ensigns—J. Bishop, W. N. Smith.
Master—J. Kemp, E. Dooley, A. B. Arey, R. Steel.
Chief Engineer—W. H. Bunt.
Acting First Assistant—Charles W. Pennington.
Acting Second Assistants—M. C. Heath, J. H. Nesen, John I. Buckley.
Acting Third Assistants—J. F. Costar, C. A. Engren, W. S. Jaiboe.
Carpenter—O. H. Gerry.
Acting Boatswain—Herman Peters.
Captain's Clerk— —— Rogers.
Master-at-Arms—Oliver Wallace.
Yeoman—James H. Sprigman
Surgeon's Steward—Philemon W. Nickerson.
Purser's Steward—James M. Bamford.

Destructive Fire.—At 4 o'clock yesterday morning the large three-story mill, situated on the Ridge avenue, near Wissahickon Station, was discovered to be on fire, and before the firemen could be summoned the entire property was destroyed, with the machinery, stock, and materials. The building was owned by Mr. John Towers, whose loss is $3500 over an insurance of $1500. Mr. James Lees, the tenant of the mill, which was used for the manufacture of carpet yarn, lost about $10,000; his insurance was $3500. The boiler and engines were in a separate building, and were not damaged.

The establishment of Solomon R. Freidenburg, pawnbroker, at the northwest corner of Ninth and Buttonwood streets, was slightly damaged by fire last evening about 7 o'clock.

Killed on the Railroad.—John L. Grubb, a brakesman on the East Pennsylvania Railroad, was killed yesterday, near Allentown. It is supposed he fell from the train, for he was not missed until the arrival of the cars in the city. The deceased was formerly a soldier, and for a long time was a prisoner at Andersonville. He resided at Thirty-fourth street, above Haverford, West Philadelphia.

On Friday evening, James Boyd, a driver on the North Pennsylvania Railroad, 55 years old, living at No. 1626 America street, had both legs severed from his body, and his head crushed, by being run over at Second and Cadwalader streets, meeting instant death.

An Extensive Charity.—By the Kensington Soup Society are distributed daily about one hundred and twenty-five gallons of strong soup. The daily beneficiaries of the organization number something like eleven hundred. During the past six weeks, we are informed, the society have distributed five thousand two hundred and fifty gallons of soup, and more than two thousand five hundred loaves of bread. The latter provision is dispensed twice each week. The house of the society is in Allen street, near Marlborough, Eighteenth Ward.

Mortality.—During the past week 271 deaths occurred in the city. The diseases most fatal were consumption of the lunge, affection of the heart, inflammation of the lungs, and scarlet fever. Under one year old there were 71; over ninety, 2.

Nativity—United States, 202; foreign, 58; unknown, 16; from the Almshouse, 7; negroes, 17; from the country, 14. Males, 160; females, 111; boys, 77; girls, 63. Deaths and interments of soldiers, 5.

Water Statistics.—The following statistics in regard to the water required in this city and the revenue therefrom, may prove of interest:—

Date.	*Population.*	*Daily average supply in gals.*	*Revenue.*
1830.....	102 000	2 020,100	$85 913 27
1835.....	135 000	3 364 625	92 116 52
1840.....	230 000	4,064 638	123,074 51
1845.....	300 000	6,142.654	135 465 37
1855.....	450,000	11,700 786	307.176 24
1860.....	566 000	20 382,064	494 424 22
1865.....	725,000	30,281,019	595,661 44

Meeting of Newsboys and Others.—The meetings of the newsboys, boot-polishers, and others are continued every Sunday afternoon, at Sixth and Chesnut streets, and are largely attended. Yesterday afternoon the meeting was addressed by Mr. Rene Guillou, Mr. Hiram Ward, and others. Besides the delivery of addresses, the boys have been formed into classes, and receive instruction from volunteer teachers. A very great improvement is witnessed in the condition of the boys since the meetings were commenced.

Bequests.—The will of Charles A. Poulson, recently admitted to probate, directs that $500 be paid over to the Philadelphia Library, and also that all documents, City Council Journals, etc., shall be handed over to the same institution. The collection of shells and books relating to natural history, belonging to the deceased, are to be appraised and offered for sale to scientific institutions, and if they refuse to purchase they are to be put up to the highest bidder.

Found Dead.—On Saturday morning Mr. Henry Hooven was found dead on a settee at his residence, No. 212 Williamson street. He had been employed in the laboring department at the Navy Yard. On Friday night he laid himself on the settee, appearing to be in usual health. Here he remained during the night, and was discovered dead in the morning. The Coroner will hold an inquest to-day.

Poor Fellow!—A colored man, who marched into Richmond with the Union army, and who served, unwounded, in a number of battles, was crushed, on Saturday, between the cars of the Camden and Amboy Railroad Company, among which he carelessly moved. He received severe injuries. He resides at No. 324 South Juniper street.

—A man in Randolph county, Indiana, is supporting eight sets of children—one set by his present wife, three by former wives, three belonging to former wives, and one set belonging to the husband of one of his former wives by a previous wife—18 children in all. That man is certainly entitled to the sympathy of the community.

—"The Erring Woman's Refuge," in Chicago, now three years in operation, has received forty-two women during the past year. Of these eight have gone out into families, by permission of the board of managers, six have been restored to their friends, two have been respectably married, two dismissed as hopeless cases, six have left without permission, and eighteen remain in the institution.

AMUSEMENTS.

RISLEY'S CONTINENTAL NEWS EXCHANGE.—Choice Seats to all places of Amusement may be had up to 6½ o'clock any evening. 1 31 tf

CHOICE SEATS AND ADMISSIONS.—Tickets can be had at the PROGRAMME OFFICE, No. 421 CHESNUT Street, opposite the Post Office, for the Chesnut, Arch, Walnut, and Academy of Music, up to 6 o'clock, every evening. 1 31 tf

NEW CHESNUT STREET THEATRE.—CHESNUT Street, above Twelfth.
LEONARD GROVER & WILLIAM E. SINN, Lessees and Managers.
A BRILLIANT SUCCESS!
SECOND WEEK.
THIS (Monday) EVENING, February 26, will be repeated
THE GREAT HIT OF THE SEASON!
The magnificent scenic Drama, in four acts, entitled
THE ICE WITCH; OR, THE SEA KING'S BRIDE.
THE ICE WITCH; OR, THE SEA KING'S BRIDE.
THE ICE WITCH; OR, THE SEA KING'S BRIDE.
THE ICE WITCH; OR, THE SEA KING'S BRIDE.
It will be presented with its Beautiful Scenery, by Charles S. Getz. Elegant Appointments. Surprising Transformations. Charming Music. Wonderful Effects. Mad'lle Teresa Wood and Corps de Ballet, the real strength of the Star Company, and every other attraction that during the past week has helped it to its present
UNEQUALLED POPULARITY.
WEDNESDAY EVENING, February 28, GRAND EXTRA MATINEE.
The great moral Drama,
TEN NIGHTS IN A BAR-ROOM.
SATURDAY AFTERNOON, March 3, NINETY-FIFTH GRAND FAMILY MATINEE.
THE ICE WITCH.
Admission to Matinees, 38 cents to all parts of the House. Children, 25 cents.
Doors open at 1:15. Curtain rises at 2:15.
Admission to evening performance, 25 cents, 50 cents, and $1 00.
Doors open at 6:45. Curtain rises at 7:45.

WALNUT STREET THEATRE.—N. E. corner NINTH and WALNUT Streets.
MR. J. S. CLARKE
in the new American Comedy, entitled
THE MEMBER FROM PIKE.
THE MEMBER FROM PIKE,
which will be repeated
EVERY EVENING UNTIL FURTHER NOTICE.
Demosthenes Torrent, from Pike.....Mr. J. S. CLARKE
Scene—Washington City. Period—The Present.
Act I—A magnificent and accurate view of PENNSYLVANIA AVENUE.
Act 2—Consultation of Members.
Act 3—The Speech of the Congressman from Pike.
Act 4—The Passage of the Bill.
MR. J. S. CLARKE as.....Dickey Sharke
In the new and highly successful Comedietta of DICKEY'S WOOING.
Commence with the Comedietta of THE YOUNG SCAMP.

MRS. JOHN DREW'S NEW ARCH STREET THEATRE. Begins at 7¾ o'clock
EXTRAORDINARY SUCCESS OF "SAM."
SECOND WEEK OF MR. CHANFRAU
AS "SAM," "YOU KNOW, YOU KNOW."
Aided by OLIVE LOGAN, C. T. PARSLOE, and the author, DE WALDEN.
MONDAY NIGHT, AND EVERY NIGHT
"SAM." "SAM." "SAM."
"SAM." "SAM." "SAM."
"SAM." "SAM." "SAM."
Sam.....Mr. CHANFRAU
Laura.....OLIVE LOGAN
Dick, Sam's Tiger.....C. T. PARSLOE
Bill Crockett.....DE WALDEN
General Rosyn.....Mr. F. F. Mackay
James Plushby.....Owen Marlowe
Miss Euphemia Rose.....Mrs. Thayer
Emily Cropley.....Mrs. T. A. Creese
FRIDAY—BENEFIT OF CHANFRAU.
TO NIGHT—CHANFRAU'S "SAM."

NEW AMERICAN THEATRE—WALNUT STREET ABOVE EIGHTH
BEST ENTERTAINMENT IN THE CITY.
AND ON WEDNESDAY AND SATURDAY AFTERNOONS.
SPLENDID BALLETS, BRILLIANT COMEDIES,
Laughable Burlesques, Humorous Farces,
Delightful Ballads Comic Pantomimes,
NEW FEATURE—NOVELTY—MERIT.
Amusements of all nations combined. Star Dramatic Company. Grand Corps de Ballet. Ethiopian and Pantomime Corps
Evening—Doors open at 7 o'clock; commence at 7 30.
FOR THE ACCOMMODATION OF LADIES AND CHILDREN Matinees will be given every Wednesday and Saturday afternoons. Doors open at 2 o'clock; commence at 2 30.
BRILLIANT ARRAY OF ARTISTIC TALENT.
SIGNORA JOVETTA, THE GREAT ITALIAN DANSEUSE.
Mr. J. W. Smith and his grand Corps-de-Ballet. Mr. G. Johnson, Mr. R Butler, Mr. S. Hemple, Mr. J. Pilgim, the South American Brothers, Mr. W. H. Mathews, Mr. J. M. Mortimer, Mr. H Kelly, Mr. J. Keegan, Master Barry, etc.

NATIONAL HALL, MARKET STREET, above Twelfth.
MONDAY EVENING, February 26 and EVERY EVENING DURING THE WEEK.
GRAND MUSICAL JUBILEE FOR THE MILLION.
The largest and most popular concert company, the most elaborate, unique, pleasing and instructive entertainments ever offered this American people.
First appearance since returning from England of the original
FATHER KEMP'S
FATHER KEMP'S
FATHER KEMP'S
OLD FOLKS' CONCERT COMPANY,
OLD FOLKS' CONCERT COMPANY,
OLD FOLKS' CONCERT COMPANY,
consisting of twenty-two ladies and gentlemen, with a fine Orchestra and splendid
BRASS BAND,
BRASS BAND,
assisted by
EMMA J. NICHOLS,
EMMA J. NICHOLS,
the Jenny Lind of America.
All of whom will appear in costumes of one hundred years ago.
Admission to all parts of the hall, 30 cents. Family tickets, four for $1. Children, 15 cents.
Doors open at 7; commence at 8.
FATHER KEMP, Manager.
2 22 4t R. N. TEMPLE, Agent.

COSTUMES! COSTUMES!
A splendid assortment of
COSTUMES AND PROPERTIES,
FOR MASQUERADES,
Are offered to the attention of the ball-going public at this gay and festive season, at the
COSTUMERY,
Of twenty-five years' establishment,
No. 917 RACE STREET, North Side.
Every effort will be made to please the taste of those who attend the Carnival Balls of the Season.
W. C. DESMOND,
2 20 1m No. 917 RACE Street.

ACADEMY OF FINE ARTS, CHESNUT Street, above Tenth.
Open from 9 A. M. till 6 P. M.
Benjamin West's great Picture of CHRIST REJECTED
still on exhibition 1 1

GERMANIA ORCHESTRA.—PUBLIC REHEARSALS every SATURDAY AFTERNOON AT MUSICAL FUND HALL, 3¾ o'clock. Engagements made by addressing GEORGE EASTERT, Agent, No. 1231 MONTEREY street, between Race and Vine. 1 16 3m

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.
TIME TABLE.—Commencing MONDAY, January 8, 1866.—Trains will leave Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:—
Express Train at 4 05 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.
Delaware Railroad Train at 8 15 A. M. (Sunday excepted), for Salisbury, Milford, and intermediate stations.
Way Mail Train at 9 15 A. M. (Sundays excepted), for Baltimore stopping at Chester, Thurlow, Linwood, Claymont, and all regular stations between Wilmington and Baltimore.
Express Train at 2 45 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, North-east, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.
Night Express at 11 15 P. M. for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville and Havre-de-Grace.
Passengers by Boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the 9 15 A. M. Train.
For additional accommodation for those holding Through Tickets for Baltimore, Washington and Southern points, a Special Car will leave the Philadelphia Depot at 11 20 A. M., connecting at Gray's Ferry with the Morning Express Train from New York.
WILMINGTON ACCOMMODATION TRAINS
Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 8 15 and 11 15 A. M., and 3 30, 5 00, and 7 00 P. M. The 3 30 P. M. train connects with Delaware Railroad for Milford and intermediate stations.
Leave Wilmington at 7 00, 8

Evening Telegraph

Is published every afternoon (Sundays excepted) at No. 108 S. Third street. Price, Three Cents Per Copy (Double Sheet), or Eighteen Cents Per Week, payable to the Carrier, and mailed to Subscribers out of the city at Nine Dollars Per Annum; One Dollar and Fifty Cents for Two Months, invariably in advance for the period ordered.

To insure the Insertion of Advertisements in all of our Editions, they must be forwarded to our office not later than 10 o'clock each Morning.

MONDAY, FEBRUARY 26, 1866.

The Rebel Vice-President on the National Future.

MR. ALEXANDER H. STEPHENS delivered at Milledgeville, on Washington's Birthday, a very pretty rhetorical address—an address in which all the rules of eloquence, as laid down by CICERO, were carefully observed, and from which all the warm sentiments which prove that the words flow from the heart as well as the mouth, were carefully expunged. It was a cold, brilliant, glittering oration, reading beautifully; is as entertaining as the best of British essays; contains considerable logic; quotes freely from history, but which has no soul. It seems as though the same thought which occurs to us was continually before the speaker, and taunting him throughout the address with the charge to practise what he preached. He talks of loyalty; of the devotion of the American people; of his unalterable faith in the popular heart. He quotes the language of a man who has no record but a clean one, and speaks as though he was addressing the soldiers of the Republic, instead of the proven traitors of our land.

There is a great deal of the oration which could be omitted which sounded well in Georgia, and pleased the ears of the repentant, or rather unrepentant, auditors, but which is mere words. There is, however, one sentiment which certainly means something, and which, to our view, presents a parallel upon which it behooves the North to gaze as well as the South. Mr. STEPHENS, citing British records, refers to the fact that the crimes of CHARLES I caused a civil war, and says:—

"The King was deposed and executed. A Commonwealth was proclaimed. But the end was the reduction of the people of England to a worse state of oppression than they had been in for centuries. They retraced their steps after nearly twenty years of exhaustion and blood, and the loss of the greater portion of the liberties enjoyed by them before. The restoration came. CHARLES II ascended the throne, as unlimited a monarch as ever ruled the empire. Not a pledge was asked or a guarantee given, touching the concessions of the royal prerogatives that had been exacted and obtained from his father. The true friends of liberty, of reform, and of progress in government had become convinced that these were the offspring of peace and of enlightened reason, and not of passion nor of arms. The House of Commons and the House of Lords were henceforth the theatres of their operations, and not the fields of Newberry or Marston Moor. The result was that in less than thirty years all their ancient rights and privileges, which had been lost in the civil war, with new securities, were re-established in the ever-memorable settlement of 1688, which, for all practical purposes, may be looked upon as a bloodless revolution.

"May we not indulge in hope, even in the alternative before us, from the great example of restoration, if we but do as the best friends of liberty there did? This is my hope, my only hope. It is founded on the virtue, intelligence, and patriotism of the American people. I have not lost my faith in the people, or in their capacity for self-government."

To translate this parallel into plain English is easy. "We have tried Newberry and Marston Moor. We have lost what we struggled for. We have failed by the sword to win power. Now let us gain in the legislative halls what we have striven to achieve on the battlefields; and let us crown our efforts by a settlement as comprehensive as that of 1688.' Such is what Mr. STEPHENS says, and we must commend that unjust steward for the wisdom which he has displayed. If we were Southerners we would follow the same track as ALEXANDER H. STEPHENS. It is the only sure course, and by it, with dexterity and address, the defeated will come out victors. It is because we are Northern in our instincts, in our feelings, in our prejudices, that we bitterly oppose this scheme. What we have gained at the point of the bayonet should be maintained with the ballot. And while, therefore, it is a commendable ambition for the faction to which Mr. STEPHENS belongs to endeavor to win power, yet it is an equally laudable and much more promising impulse which induces us to oppose him. Be that as it may, the late Vice-President has told the people of the South how to win. He has spoken like the Sphynx, and has attempted to assume an ease of manner which would imply that he has slept ten thousand years, and has been a disinterested spectator of the contest now closed. To sum up, we have to give him credit for eloquence, polish, and well, chosen arguments, but must deny him consistency and all that fervor which adds ten times the force to the simplest words, and the absence of which falls chill and death-like on the most flowery oration from the lips of a MIRABEAU or a CHATHAM.

Our Claims Against England.

THE recently published correspondence between this Government and the British Foreign Office respecting the case of the *Shenandoah* and our general claims growing out of piratical depredations during the late civil war upon our commerce, with the aid of British subjects and the connivance of British statesmen, is very interesting. It seems to indicate a growing irritation on both sides regarding the matters in dispute, and promises no speedy or satisfactory settlement of the differences involved in the controversy. The truth is, that the evidence showing many instances of a gross violation by England of her neutral obligations towards this Government during the Rebellion, is abundant and overwhelming; and yet the British authorities still affect to be sensible of no wrong, and are not disposed to make any reparation. This, however, is altogether characteristic of British diplomacy, whose policy it has ever been never to acknowledge an injury done, and never, if it can be avoided, to repair it.

It must be confessed, on the other hand, that the Washington Administration has thus far observed great good temper and patient forbearance in reference to the affairs now in dispute, and that if the friendly relations of the two countries shall hereafter be disturbed by persistent refusal of an honorable adjustment of the difficulty, Great Britain, and not the United States, will be to blame for the result. Lord CLARENDON, with a cool impudence worthy of "John Bull," actually proposed to Mr. ADAMS to wipe out the whole record of British breaches of neutrality during the past four years, in so far as they relate to this country, and start henceforth on a better understanding as to international rights and duties:—

"Lord CLARENDON states that he suggested to Mr. ADAMS that it would now be useful and practical to forget the past, and turn the lesson of experience to account for the future; that England and the United States had each become aware of the defects that existed in international law, and that it would greatly redound to the honor of the two principal maritime nations of the world to attempt the improvements in that code which had been proved to be necessary. It was possible that the wounds inflicted by the war were still too recent, and that the ill-will towards England was still too rife, to render such an undertaking practical at the present moment; but it was one which ought to be borne in mind, and that was earnestly desired by her Majesty's Government, as a means of promoting peace and abating the horrors of war: and a work, therefore, which would be worthy of the civilization of our age, and which would entitle the Governments which achieved it to the gratitude of mankind."

This proposition was very promptly and very properly declined by Mr. ADAMS, and so the matter in debate remains open. It would surely have been a very convenient arrangement to have got finally rid of claims against British subjects to the amount of many millions of pounds sterling, due our citizens for depredations on their commerce during the Rebellion, by taking a sponge and erasing the whole score from the slate. But that would neither have satisfied the honor of this nation, nor the just requirements of its people, whose property has been burned and otherwise destroyed on the high seas.

Besides, what would be the use of entering into a special convention with Great Britain changing, in certain particulars, the present law of nations? Mr. MARCY declined to do that when invited to do it by the Congress at Paris, which undertook to settle the differences between Russia and the Western Powers. He saw very plainly that partial modification of the great common law of all nations, for the government only of a few who might assent to the amendments, would be difficult of adoption, and of very unreliable duration or authority. Moreover, what would be the sense of making new rules and regulations to govern neutrality in time of war, when those that are established and confirmed by long usage and universal acquiescence, are not obeyed? Since Great Britain pays such poor respect to her obligations under the present code of nations, how can her ministers expect this Government to believe, that if the code were altered at her suggestion, she would vouchsafe any greater deference to, and obey it any more faithfully, than she does the one now in force? The fact is, that Great Britain is given, in diplomacy, to brow-beating, and, if that fails, to pettifogging. That policy has succeeded pretty well in Europe. But it will not, in the end, prosper in any controversy with the United States.

"Colorado" Jewett Speaks Once More.

MR. "Colorado" JEWETT is a good example of what that mysterious substance known as "Greek fire" would be were it embodied in a human form. It is only necessary for him to come in contact with anything in order to set him in a mental blaze. It matters not whether it be a manager of a theatre or a political problem, whether it be GREELEY who he lends on a wild errand to Niagara, or an actress to whom he has to hire a negro to throw bouquets. If the object is tangible, he is sure to burst forth into flames. We are glad for the safety of our nation that his intellectual blaze is like the fumes of spirits of wine; it shines, but does not burn. In the natural course of events, therefore, WILLIAM CORNELL writes to the President on his veto.

This powerful and highly consistent letter has been handed to us. As the friend of the Emperor of Russia and the correspondent of the Emperor of France is naturally a man of note in the world, we give his epistle a place in our columns. He sustains the President.

Without saying whether Congress or the President are right in their views, we must sincerely regret that so influential a man as Mr. JEWETT has seen fit to express an opinion. A reticent man like him always carries great weight when he does speak; and were it not that "Colorado" is determined, we would suppress so incendiary a document. However, we give it as he wrote it, praying no ill effects will follow its publication:—

CONTINENTAL HOTEL,
PHILADELPHIA, February 25, 1866.

PRESIDENT JOHNSON:—I addressed you shortly after your inauguration as President,—in condemnation of a radical policy. I again addressed you two weeks since, thus:—

"Your announced policy is worthy of National congratulation. A Jacksonian adherence to the right of Southern representation in Congress is the point upon which rests the safety of the Republic."

Your veto message and late speech—*the one* establishing a determination to adhere to the Constitution—*the other*, the right of the South to representation in Congress—secures indeed the Union and a wise home policy. I say *home*, because with that policy must be connected a *foreign* policy, international and not American in its character. I say *international*, because, as one of the people, I realize the injustice of the Monroe doctrine. A policy in its design to maintain exclusive right to extend dominion and power over the American continent—as unjust as was the freedom of the slave—through an unconstitutional war power. A policy too, which, if persevered in, will find for boasted "Goliah" America a "David" in Mexico, through international support, not only to maintain Maximilian as a monarch, but to destroy republican liberty.

I therefore, in the spirit of a patriot, with no personal favors to ask of the Government nor political ones of the people, entreat you to resolutely stand apart from Congressional support, now not in accord with the sentiments of the people; and, in trusting in God, determine to compel Congress to admit Southern representation; to favor a gradual security of civil rights to the slave; to restore entire the privilege of habeas corpus; to take no action on the Mexican question until the people, through the ballot-box, declare their will; and while arranging an arbitration of differences with England, in justice proclaim the Fenian movement in America as a trespass by the Irish people upon American hospitality, and an international disregard of the rights of England. WM. CORNELL JEWETT.

SPECIAL NOTICES.

☞ CONCERT HALL.

GRAND ENTERTAINMENT.

ELOCUTION AND MUSIC,

CONCERT AND READINGS,

PATRIOTIC, CLASSICAL,

SENTIMENTAL, and HUMOROUS,

ON TUESDAY EVENING, February 27.

AMPHION QUARTETTE, and

Professor N. K. RICHARDSON,

The distinguished Elocutionist.

Pianist.....Prof. A. M. GOLDSBOROUGH

Tickets 50 cents. No extra charge for reserved seats. For sale at Pugh's, Sixth and Chesnut; Trumpler's, Seventh and Chesnut; and at Risley's Bookstand, Continental Hotel. 2 24 2t*

Doors open at 7. Entertainment begins at 8 o'clock.

☞ NORTH AMERICAN

MINING COMPANY.

Office, No. 327 WALNUT Street,

(SECOND FLOOR)

100,000 Shares, Capital Stock.

Par Value.....$10·00

This Company owns in fee simple several valuable Silver Mines in Nevada.

50,000 Shares for Working Capital.

25,000 to be Sold in 25 Lots at $5000 Each.

Subscriptions received at the office until March 14.

BY ORDER OF THE DIRECTORS.

2 21 18t] T. S. EMERY, Treasurer.

☞ PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY.
ELECTION OF DIRECTORS.

Notice is hereby given that a Meeting of the Stockholders of the Philadelphia and Southern Mail Steamship Company will be held at the Rooms of the Board of Trade, on MONDAY, March 5th, 1866, between the hours of 10 o'clock A. M. and 3 o'clock P. M., for the purpose of electing seven Directors, in pursuance of a provision of the third section of the act incorporating said company.

THOMAS C. HAND,
FREDERICK COLLINS,
RICHARD WOOD,
A. E. CHESEBROUGH,
W. S. RUSSELL,
GEORGE L. BUZBY,
WILLIAM MASSEY,
JOHN O. JAMES,
WILLIAM C. HARRIS,
GEORGE N. ALLEN,
HENRY SIMONS,
A. M. CONOVER,
WILLIAM M. WILSON,
JOHN D. STOCKTON,
A. J. CAKERWOOD,
HENRY WINSOR,
F. A. SOUDER,
WILLIAM B. THOMAS,

2 24 7t Philadelphia, February 24, 1866. Corporators.

☞ THE ANNUAL MEETING OF THE Stockholders of the ASHBURTON COAL COMPANY, for the election of Five Directors for the ensuing year, and the transaction of general business, will be held at the office of the Company, No. 32 PINE Street, Room No. 10, New York, on the 10th day of March next, at 12 noon, and at the Continental Hotel, corner of NINTH and CHESNUT Streets, Philadelphia, on the 13th day of March next, at 2 P. M.

2 24 14t CHARLES A. BERRIAN, Secretary.

☞ OFFICE PENNSYLVANIA RAILROAD COMPANY. PHILADELPHIA, Feb. 20, 1866.
NOTICE TO STOCKHOLDERS.

The Annual Election for Directors of this Company will be held on MONDAY, the 5th day of March, 1866, at the office of the Company, No 238 S. THIRD Street. The polls will be open from 10 o'clock A. M. until 6 o'clock P. M. No share or shares transferred within sixty days preceding the election will entitle the holder or holders thereof to vote. EDMUND SMITH,

2 21 10t Secretary.

☞ OFFICE WIRT OIL COMPANY, No. 218½ WALNUT Street, second story.
PHILADELPHIA, February 19, 1866.

Notice is hereby given that the Annual Meeting of Stockholders of the Wirt Oil Company will be held at this office on MONDAY, March 5, 1866, at 12 o'clock M., for the purpose of choosing Directors to serve for the ensuing year, and for other business.

2 19 m2t CHARLES M SITER, Secretary.

☞ CITY COMMISSIONERS' OFFICE—
PHILADELPHIA, February 24, 1866.

To Hotel-keepers, Restaurants, and others desirous of selling liquors by less measure than one quart. Applicants will apply at this office, as provided by act of Assembly approved April 20, 1858, commencing on THURSDAY, March 1 1866.

PHILIP HAMILTON,
THOMAS DICKSON, } City Commissioners.
JOHN GIVEN,

2 26

☞ NOTHING LIKE CHANGE OF SCENE when heart or brain requires reaction. For the change visit
HELFENSTEIN'S EXCELSIOR PRINTING ROOMS,
No. 439 CHESNUT Street.

☞ THE DIRECTORS OF THE PETROLEUM VAPOR STOVE AND GAS LIGHT COMPANY have, this 22d day of February, 1866, declared a Dividend of TWENTY-FIVE CENTS a share, payable at the Office of the Company, No 223 DOCK Street, on and after March 1, 1866 The Transfer Books of the Company will be closed from February 24 until March 3.

2 24 smw6t N. H. HANNUM, Secretary.

☞ A PHYSIOLOGICAL VIEW OF MARRIAGE:—Containing nearly 300 pages, and 130 fine Plates and Engravings of the Anatomy of the Human Organs in a State of Health and Disease, with a Treatise on Early Errors, its Deplorable Consequences upon the Mind and Body, with the Author's Plan of Treatment—the only rational and successful mode of cure, as shown by the report of cases treated. A truthful adviser to the married, and those contemplating marriage, who entertain doubts of their physical condition Sent free of postage to any address, on receipt of 25 cents, in stamps or postal currency, by addressing Dr. LA CROIX, No. 21 MAIDEN Lane, Albany, N. Y.

The author may be consulted upon any of the diseases upon which his book treats either *personally* or by *mail*, and medicines sent to any part of the world. 1 18 6m

☞ THE GREAT NEW ENGLAND REMEDY!—

DR. J. W. POLAND'S

WHITE PINE COMPOUND

Is now offered to the afflicted throughout the country, after having been proved by the test of eleven years, in the New England States, where its merits have become as well known as the tree from which, in part, it derives its virtues.

THE WHITE PINE COMPOUND CURES

Sore Throat, Colds, Coughs, Diptheria, Bronchitis, Spitting of Blood, and Pulmonary Affections generally.

It is a Remarkable Remedy for Kidney Complaints, Diabetes, Difficulty of Voiding Urine, Bleeding from the Kidneys and Bladder, Gravel, and other complaints.

Give it a trial if you would learn the value of a good and tried medicine. It is pleasant, safe, and sure.

Sold by druggists and dealers in medicine generally.

GEORGE W. SWETT, M. D., Proprietor,
1 22mw13m BOSTON, Mass.

SPECIAL NOTICES.

☞ OFFICE PENNSYLVANIA RAILROAD COMPANY
PHILADELPHIA, January 30, 1866

NOTICE TO STOCKHOLDERS.

The Annual Meeting of the Stockholders of this Company will be held on TUESDAY, the 20th day of February, 1866 at 10 o'clock A. M., at the SANSOM STREET HALL.

The Annual Election for Directors will be held on MONDAY the 5th day of March, 1866, at the Office of the Company, No. 238 S. THIRD Street.

EDMUND SMITH,
1 30 25t Secretary.

☞ DINING-ROOM.—F. LAKEMEYER, CARTER'S Alley, would respectfully inform the Public generally that he has left nothing undone to make this place comfortable in every respect for the accommodation of guests. He has opened a large and commodious Dining-Room in the second story. His SIDE-BOARD is furnished with BRANDIES, WINES, WHISKY, Etc., Etc., of SUPERIOR BRANDS. 1 1

☞ JUST PUBLISHED—
By the Physicians of the
NEW YORK MUSEUM,
the Ninetieth Edition of their
FOUR LECTURES,
entitled—
PHILOSOPHY OF MARRIAGE.
To be had free, or four stamps, by addressing Secretary New York Museum of Anatomy,
7 17 1y No. 618 BROADWAY, New York.

☞ SCHOMACKER & CO.'S PHILADELPHIA MANUFACTURED PIANOS
Are acknowledged the best instruments made in America.

They have been awarded the highest Premiums at all the principal exhibitions ever held in this country, with numerous testimonials from the first artists in America and Europe.

They are now the leading Pianos, and are sold to all parts of the world, and are offered on more liberal terms than any others in the city, for the reason that the instruments can be obtained directly from us, the manufacturers. Our extensive facilities enable us to offer great inducements over others.

Warerooms No. 1021 CHESNUT Street, opposite St. Lawrence Hotel. SCHOMACKER Piano-forte Manufacturing Company. 1 25 1m

AMERICAN ACADEMY OF MUSIC.

LEONARD GROVER.....DIRECTOR.

GRAND GERMAN OPERA.

TO-NIGHT (Monday), February 26,

First Night of the Season.

PRICES OF ADMISSION AND SECURED SEATS.

Admission to Parquet and Balcony, ONE DOLLAR. Secured seats, FIFTY CENTS EXTRA.

Seats can be secured in the Balcony Boxes without extra charge, i. e., for One Dollar each.

Family Circle, Fifty Cents; Amphitheatre, Twenty-five Cents.

THIS (Monday, EVENING, ONLY NIGHT OF
FAUST, FAUST,
FAUST. FAUST.

Gounod's very popular Opera, with the following very strong cast:—

FRANZ HIMMER as.....Faust
(The *role* originally sung by him in America.)
JOSEPH HERMANS as.....Mephistopheles

The best critics of America no longer hesitate to accord to Hermans' *Mephistopheles* the position of the very first lyric and dramatic assumption known to our operatic history.

MADAME JOHANNA ROTTER as.....Marguerite
Her first appearance in the *role* in this city, in Boston and elsewhere she has gained the highest commendation.

MAD'LLE SOPHIE DZIUBA as.....Seibel
HEINRICH S. EINECKE as.....Valentine
OTTO LEBMAN as.....Wagner
MADAME PICONI-ZZI as.....Martha
GRAND FANTASE WITH BIRGFIELD'S FULL BAND.

This ever popular opera will receive one representation during the season only. Himmer and Hermans will appear in their original *roles*. The appearance of these artists as "Faust" and "Mephistopheles" at the close of the enormously successful season of Grand Italian and Great German Opera in Boston, was the signal for round after round of vigorous cheers. The Boston *Post* says:—"We cheerfully ascribe to this the position of the most satisfactory performance of the whole season." Palpable improvement is discernible in Hermans, who makes the "Mephistopheles" more than ever his own. Indeed several of the best critics in Boston, Washington and Baltimore claim a decided improvement in the quality of Hermans' magnificent voice. The opera is presented with new and magnificent costumes and properties.

TO-MORROW (Tuesday), February 27, 1866, only time of Auber's
FRA DIAVOLO.
FRA DIAVOLO.
HABELMAN, ARMAND, HERMANS, WEINLICH, EINECKE.
MADAME ROTTER, MADAME JOHANNSEN.

The first production here by this Company of this wonderfully popular opera. The able critic of the Washington "Chronicle" pronounced the recent production of "Fra Diavolo" the most genuine success of the season, and the most enjoyable operatic performance ever given in that city. It is not presumption to say that no other American cast equals that of the German Opera Company in vivacity and *esprit de l'opera*.

Habelman and Madame Rot er are esteemed as in their most effective *roles*. Hermans, slightly trespassing on that good nature which the public everywhere accords him, in order to please Miller, the Englishman, with something national, introduces, as one of the Robbers, Russell's popular ballad, "I'm afloat! I'm afloat!" which produces the most tumultuous enthusiasm, and presents this popular basso in an entirely new feature.

WEDNESDAY EVENING, February 28, 1866,
MOZART'S IMMORTAL OPERA,
MAGIC FLUTE. MAGIC FLUTE.
DEBUT OF MAD'LLE ELVIRA NADDI.
Hermans, Franz Himmer, Weinlich, Elvira Naddi, Madame Johannsen.

This sublime Opera of the great Maestro is presented after the most careful study and rehearsal and now attracts the largest audience uniformly of the entire repertoire. The Opera is at present given in a most gratifying manner, and as clearly excelling all its former presentations in this country, is worthy of the large attendance which it receives.

Neither of the above operas can be repeated.

PRICES OF ADMISSION AND SECURED SEATS.

Admission to Parquet and Balcony, ONE DOLLAR; secured seats, FIFTY CENTS EXTRA. Seats can be secured in Balcony Boxes (among the best in the Academy), without extra charge, i. e., for ONE DOLLAR EACH.

Family Circle, FIFTY CENTS; Amphitheatre, TWENTY-FIVE CENTS. 2 26

Secured seats at TRUMPLER'S or at the ACADEMY.

WRIGHT'S FRESH TOMATOES, OF MY OWN CANNING,

TWENTY-FIVE CENTS PER CAN.

JOSHUA WRIGHT,
SPRING GARDEN and FRANKLIN Streets.
Closes at 7 P. M. 2 23 3t

OPENING.

J. W. SCOTT & CO.,

WILL OPEN,

THURSDAY, MARCH 1,

A NEW LINE OF [2 26 12t

GENTS' FURNISHING GOODS,

No. 814 CHESNUT Street.

WRIGHT HAS JUST IMPORTED A FRESH lot of
TABLE OIL,
BONELESS SARDINES, and
ANCHOVIES,
JOSHUA WRIGHT,
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PAPIER MACHE GOODS

PAPIER MACHE GOODS.

TARTAN GOODS,

SCOTCH PLAID GOODS.

A fine assortment of Papier Mache Work Tables, Writing Desks, Inkstands, and Scotch Plaid Goods, just received per the steamer "St. George," too late for Christmas sales, suitable for Bridal Girts, etc., will be sold low.

ISAAC TOWNSEND,

House Furnishing Store of the late JOHN A. MURPHEY,

No. 922 CHESNUT STREET,

1 24 Below Tenth street.

GOFFERING MACHINES.

GOFFERING MACHINES.

A large assortment of Goffering Machines just received per steamer "St. George."

FOR SALE BY

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FINANCIAL.

WE OFFER FOR SALE

U. S. 6'S, 1895,

Issued to the Pacific Railroad Co.,

Interest payable in currency. The cheapest Government Bonds on the market, received by United States Treasurer at 80 per cent. as security for National Bank Circulation.

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Strictly First-class Bonds; for sale lower than other Bonds of the same class.

Government securities of all kinds bought and sold.

Stocks and Gold bought and sold on commission in this and other markets.

Interest allowed on deposits.

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THE IRISH REPUBLIC.
DEPOSITORY
FOR THE
SALE OF BONDS,
No. 26 SOUTH THIRD STREET.

FURNISH THE SINEWS OF WAR, AND ERIN WILL BE FREE!!

For the accommodation of the friends of Irish Nationality residing in Philadelphia and its vicinity, a DEPOSITORY OF THE IRISH REPUBLIC, AND AGENCY FOR THE SALE OF THE BONDS, has been established at the
BANKING HOUSE OF WAINWRIGHT & CO.,
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Next door to Mechanics' Bank.

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ALL MONEYS RECEIVED WILL BE USED FOR THE CAUSE OF IRISH NATIONALITY.

Its friends are afforded an opportunity to aid the GRAND MOVEMENT by subscribing AT ONCE.

Bonds of $500, $100, $50, $30, and $10 for sale.

By authority of
B. DORAN KILLIAN,
Secretary of the Treasury F. B.

Attest—ANDREW WYNNE, District Centre. 2 23

10-40 COUPONS,

Due March 1,

WANTED BY

DREXEL & CO.,

2 21 13t rp No. 34 South THIRD Street.

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THE QUAKER CITY
BUSINESS COLLEGE

THE GREAT

Practical School of Business,

SURPASSING IN THE EXTENT OF ITS

Accommodations,
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and Influence,

Any similar Institute in the State.

The place for
YOUNG MEN
Who desire success and promotion in business life.

The College occupies two large buildings, one at

TENTH AND CHESNUT STREETS

AND THE OTHER AT

Broad and Spring Garden Streets,

Which are connected by Telegraph, making it by far the most complete and extensive establishment of the kind in the State.

The Institution offers in all respects the very highest advantages. It is the only Business or Commercial School in the city having a legislative charter. Diplomas are awarded by authority of law, under the corporate seal. It is conducted upon the best practical system of instruction, and by teachers of acknowledged ability and experience.

For full particulars send for Illustrated Circulars and Catalogue.

2 16 mw1m L. FAIRBANKS, A. M., President.

WEST GROVE BOARDING-SCHOOL for Girls, at WEST GROVE STATION, Phil adelphia and Baltimore Central Railroad, Chester co., Pa.

The Summer Term of full twenty weeks will commence on Second-day, the 7th of 5th mo. next.

The course of instruction is complete and thorough, competent instructors are employed, and improved methods of teaching are adopted. The promotion of the health and happiness of the pupils is a leading object.

For circulars, address the Principal,
THOMAS P. CONARD,
2 22thm20t WEST GROVE, Pa.

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LOW PRICES.

Productions of prominent American and European Artists, all especially ordered, or selected with great care.

ARCHITECTURAL AND STREET SCENES.
CHARMING DOMESTIC INTERIORS.
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Now in the Galleries, works of—

Paul Weber,	Meyer Von Bremen,
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Only original guaranteed works.

Galleries always open free to visitors.

JAMES S. EARLE & SONS,

2 21 6trp No. 816 CHESNUT Street.

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JAMES S. EARLE & SONS,

NO. 816 CHESNUT STREET,

Have always in stock

A LARGE AND ELEGANT ASSORTMENT

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LOOKING GLASSES,

AT VERY MODERATE PRICES,

AS LOW AS A FIRST-CLASS ARTICLE CAN BE MANUFACTURED.

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BEST FRENCH PLATES.

HAVANA CIGARS AND LYNCHBURG TOBACCOS.

Best in the city, at reduced prices, at
FLAHERTY'S, No. 807 CHESNUT Street,
Opposite the Continental.

Notice.—Store closed on Sunday. Customers please purchase on Saturday. 1 31 1m4p

ACCIDENTAL INSURANCE COMPANY
OF
NEW YORK.

BRANCH OFFICE.

No. 419 Chesnut Street, Philadelphia.

FRANK O. ALLEN, Manager.

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Policies and Daily Tickets cover every description of Accidents, travelling or otherwise.

General Accident Tickets for one to six days, 25 cents per day, insuring $5000, and $25 weekly compensation.

Sea Voyage Policies to all parts of the world issued at low rates.

GENERAL ACCIDENTAL POLICIES,

Covering all forms of Dislocations, Broken Bones, Ruptured Tendons, Sprains, Concussions, Crushings, Bruises, Cuts, Stabs, Gunshot Wounds, Burns and Scalds, Bites of Dogs, Unprovoked Assaults by Burglars, Robbers, or Murderers, the action of Lightning or Sun Stroke, the effects of Explosions, Chemicals, Floods, and Earthquakes, Suffocation by Drowning or Choking, when such accidental injury is the cause of death within three months of the happening of the injury, or of total disability to follow the usual avocations.

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From $3 to $50,

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From $500 *to* $10,000,

IN CASE OF DEATH, AND

$3 to $50 Weekly Compensation,

FOR ANY DISABLING INJURY.

By permission, reference is made to the following gentlemen:—

Colonel W. B. Thomas, Collector of the Port.
Colonel J. H. Taggart, United States Collector of Internal Revenue, First District.
Henry Bumm, Esq., City Treasurer.
B. B. Comegys, Esq., Cashier Philadelphia National Bank.
M. McMichael, Jr., Esq., Cashier First National Bank.
J. W. Sexton, Esq., of firm of Messrs. Jay Cooke & Co.
Messrs. Lewis, Brothers & Co., Merchants, No. 236 Chesnut street.
Messrs. Tyler & Co., Coal Merchants, No. 338 Walnut street.
Messrs. Wood, Roberts & Co., Iron Manufacturers Ridge avenue, below Twelfth street. 2 17 1m4p

EDWIN HALL & CO.,

WILL OPEN

IN THEIR NEW STORE,

No. 28 SOUTH SECOND STREET,

ON

No. 19 Strawberry Street,

THURSDAY, MARCH 1,

WITH A FULL ASSORTMENT OF

SILKS,

DRESS GOODS,

AND

STAPLE GOODS.

MANY OF WHICH ARE THEIR OWN IMPORTATION.

[2 26 4t 4p

WHOLESALE AND RETAIL.

OAK SHADE OIL COMPANY,
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CAPITAL.....$600,000
Shares.....120,000. Par Value.....$5·00.

PRESIDENT,
WILLIAM BAILEY.
TREASURER,
HUGH GAMBLE.
SECRETARY,
J. DALLAS HALL.
DIRECTORS
JOHN F. GROSS, DAVIS KIMBLE,
HUGH GAMBLE, JOHN H. JONES,
WILLIAM BAILEY.

OFFICE, No. 329 WALNUT STREET,

PHILADELPHIA. 2 12 1mrp

WINSLOW'S CELEBRATED GREEN CORN,

35 CENTS PER CAN.

JOSHUA WRIGHT,
SPRING GARDEN and FRANKLIN Streets.
Closes at 7 P. M. 2 23 3t

GROVER & BAKER'S IMPROVED SHUTTLE OR "LOCK" STITCH SEWING MACHINES, No. 1 and No. 9 for Tailors, Shoemakers, Saddlers, etc. No. 730 Chesnut street Philadelphia; No. 17 Market street, Harrisburg

GREAT REDUCTION IN CANNED FRUITS, TOMATOES, PEACHES
GREEN CORN, PETITS POIS,
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CHAMPIGNON BLANCS.
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GROVER & BAKER'S FIRST PREMIUM ELASTIC STITCH AND LOCK STITCH SEWING MACHINES, with latest improvements, No. 730 Chesnut street, Philadelphia; No. 17 Market street, Harrisburg. 2-1 3m4p

The Deer in our Public Squares.

To the Editor of the Evening Telegraph:—

Among the recent proceedings of the wise men representing the city of Philadelphia was one to dispose of the *deer* in the public squares, giving as a reason that the city had occasionally to pay for a little corn and bran to feed them. This *very important* question occupied the time of those wonderful counsellors the greater part of two afternoons, they all the while forgetting that pestilence is approaching surely and rapidly, and it will find our streets and alleys reeking with the accumulated filth of the entire winter, and in most admirable condition for the cholera to spread among us, and thereby cause the death of many a one whose life would be worth more to the community than the whole of those eminent bodies put together.

Seriously speaking in regard to the *deer* question, the writer was one of the parties who contributed to the purchase and had them placed in Logan Square. The original intention was to have kept a few, say ten or twelve, in Logan Square, and then send the balance to Fairmount Park. There never has been anything placed in any of our public squares, or elsewhere, that has caused more remark, and that has drawn more strangers to visit the Square, than the tame *deer* walking about, and harming no one, at least no one who will let them alone. The writer has seen, scores of times, little children from two to ten years old sharing their cakes, apples, etc., with them. So tame have they become, that they will feed out of their hands. Among the hundreds of children who day after day visit the public squares, I will venture to assert that there is nothing that so much attracts them there as the *deer*. If the city of Philadelphia cannot *afford* to pay for their keep, the writer will guarantee that the amount necessary can be raised by the children of the neighborhood under seven years of age, who will gladly give from the money furnished them for cakes and candies, more than will be sufficient to feed their pets. I do hope, therefore, as one of their members justly observed, they will have some respect for their own dignity.

AMUSEMENTS.

ACADEMY OF MUSIC.—*Faust*, the poem interpreted by the dreamy and impassioned characteristic that has inspired, will be given to-morrow evening by the artists who best understand both the poetry and the music. Himmer, Hermanns (the "Mephistopheles" *par excellence*) M'me Rotter a most polished artist, and Mad'le Dzinba, new to us in the *role* of "Seibel." *Faust* will be performed but once. It should not be missed by any one who desires to retain memories of the grand and beautiful.

LEGAL INTELLIGENCE.

COURT OF QUARTER SESSIONS—Judge Ludlow.—Harriet Hoffman was charged with bigamy. The Rev. Mr. Wilson testified that in April 14, 1863, he united the defendant in marriage to one Joseph Hoffman, and that subsequently in January, 1866, he again joined the defendant in marriage to one William B. Wagner. He further testified that at the time of the last marriage she reminded him that he performed the marriage ceremony when she was first married, and gave him to understand that her first husband was dead, and she was then a widow. After this testimony the defendant withdrew her plea of not guilty, and entered a plea of guilty. The defendant's counsel said he would like time to bring some witnesses, who, he said, would show a state of facts that would, in his opinon, go far in mitigation of punishment. The final disposition of the case was therefore postponed until Saturday.

Lewis Wagner, late Colonel of a colored regiment and Commandant at Camp William Penn, was charged with the larceny, as bailee, of four hundred dollars, the property of William Reese, a colored man, who enlisted as a substitute, September 8, 1864, and, being taken to camp, entrusted, as he testified, the money in question to the defendant for safe keeping. He took a receipt for the money, which he says he has lost, and was sent with his regiment to the field.

Upon his return he called upon the Colonel, stated that he had lost his receipt, and demanded his money. The Colonel said that he did not remember him, that his name was not upon his (the Colonel's) books, and said that if the money had been left with him it had been paid to some other person, who had claimed it. On trial.

Patrick Briarty pleaded guilty to a charge of assault and battery on Joseph Hogeland, and was sentenced to ten days in the County Prison. The defendant hit Hogeland over the head with a pitch-pine board, and inflicted quite a severe cut.

Peter C. Thompson was convicted of assault and battery on Annie Beaumont, and was fined $10 and costs.

MATTERS OVER THE RIVER.

SAD CASUALTY.—On Sunday morning the body of Mrs. Weldon, of Bordentown, was found in a large rain cask, on the premises of her son-in-law, Mr. Herbert. Mrs. Weldon had suffered for several years from a nervous affection, which produced at times a slight derangement, but had never manifested any symptoms to give the remotest idea of self-destruction; and whether her death was caused by accident or design is unknown. She had resided in Camden for many years, and was much respected. This calamity has plunged several families in grief; for she was almost idolized as a mother, and held in the highest esteem by a large circle of friends.

INQUEST.—The German who was brutally assaulted and robbed in a back street near English's Hotel one night last week, died at the Pennsylvania Hospital on Saturday. His body was brought to Camden on Sunday by Coroner Roberts, and an inquest will be held this afternoon. His name was Peter Stueble, a German by birth, and he was a member of the 34th New Jersey Regiment. The authorities ought to offer a reward for his murderers, as no expense should be spared to bring the heartless assassins to punishment. This gallant soldier had escaped all the perils of battle to be struck down by highwaymen in a peaceable and Christian community.

SHIFFLER HOSE COMPANY.—This Fire Company attended the Tabernacle Baptist Church in a body yesterday morning. The front seats of the middle aisles were reserved for them. Mr. Davies, the Pastor, gave an eloquent picture of the exposure and perils incident to a fireman's life, and urged the necessity of always being prepared to meet death. His advice to shun intoxication, profanity, and loitering on the Sabbath about the hose house, was a most persuasive appeal, and kindly received.

AMERICAN MECHANICS.—Camden Council, No. 7, O. U. A. M., with a number of visiting members of the Order, attended Divine service at the Broadway Methodist Episcopal Church, on Sunday morning. The pastor preached an appropriate sermon, alluding, in happy terms, to the benevolent features of the organization. We have seldom seen a more respectable body of men together.

TAKEN IN CHURCH.—Eight converts were given the right hand of fellowship in the Tabernacle Baptist Church, by the Pastor, Rev. Mr. Davies, on Sunday morning. In the evening, the ordinance of baptism was administered to several more. About thirty-eight additions have recently been made to this Church, and the revival meetings are still continued.

TERRIBLE CALAMITY.—Four children were burned to death in a house at Jacksonville, Monmouth county, one night last week, by the house taking fire. The occupant, a German and his children, nine in number, had escaped, but the four who lost their lives had rashly re-entered the house, and before they could again escape, were burned to death.

ROBBERY OF PISTOLS.—A few nights since about seventeen handsome revolvers were stolen out of a box belonging to the Government, at Amboy. Mr. Vaccieve, the Superintendent, immediately discharged the gang until the robbers were identified.

CITY INTELLIGENCE

[*For Additional Local Items see Third Page.*]

SPECIAL RELIGIOUS SERVICES.—Yesterday was the occasion of a number of religious meetings of more than ordinary interest. The Right Rev. Bishop Vail, of Kansas, officiated at All Saints' Protestant Episcopal church, in Twelfth street, below Fitzwater, administering the rite of confirmation to a number of persons. The ceremonies were of a deeply interesting character, and the church edifice was completely filled. In the afternoon Rev. John Chambers preached a sermon to medical students, and there was not a vacant seat in the house. His advice to young men exposed to the temptations of city life was well timed, and delivered with that earnestness for which this gentleman is so remarkable. Bishop Simpson addressed the young men at Trinity M. E. church, in Eighth street, above Race, in the evening. The church was crowded, the audience being mainly composed of young persons. The Bishop made one of his happiest efforts. He urged the young men to a manly discharge of their social and Christian duties, showing that an upright life was a guarantee to success in their daily avocations, giving them character and standing in the community, and profitable even as a worldly venture. The sermon was full of eloquent passages, and created a deep impression.

Rev. E. R. Beadle, recently a missionary to Syria, but at present pastor of the Seventh Presbyterian Church, at Seventh and Arch, repeated, by special request, his sermon to young ladies, last evening. The immense church was entirely too small to accommodate all the ladies that were in attendance, the aisles, pulpit steps, standing room in the galleries, the choir, and even the vestibule being packed with the dense mass of humanity, while hundreds were forced to leave without gaining admission. We cannot do justice to the sermon, but we learn that it will be published in pamphlet form, and in this way will achieve a wider usefulness. The sermon is founded upon the story of the woman who washed the feet of the Saviour, as related in the seventh chapter of St. Luke, and is certainly a magnificent specimen of pulpit oratory. The Reverend gentleman refers to woman under five different aspects; her place, character, influence, mission, and needs, and is entirely out of the usual vein of special lectures. He regards woman as charged with peculiar duties and great responsibilities. Avoiding the vexed question of the natural equality of the sexes, he proceeded to show the great power exercised by woman in moulding character, and influencing the characters of those with whom they were in daily contact, and referred to the fact that nearly every great and good man had acknowledged the effect of a mother's precept and example. Dr. Beadle has a sympathetic voice and his earnestness is one of the remarkable features of his oratory. His long residence in the East has rendered him familiar with oriental literature, and many of his figures glow with the brilliancy of that land of poetry. He promises to be one of the most popular preachers of our city.

Not the least attractive feature of the service was the fine musical performances of the choir. It has been but recently organized, but cannot but achieve reputation. The soprano, Miss Mary B. Heisler, has a powerful voice, finely cultivated, and rendered the higher styles of classical music with great effect. Miss Jennie Thomas has a rich contralto, and sings with an ease and *abandon* that is peculiarly attractive. Mr. Bradshaw is a young man, but he gives great promise of future excellence. It is hardly necessary to say anything in regard to the leader, Mr. John J. Heisler.

Every one that has attended the Arch Street Presbyterian Church will acknowledge the beauty and force of his rendition. As a basso profundo he has no superior and but few equals. Mr. Wolseifer, a well-known musician, has charge of the organ. Last evening the opening piece, "Calm on the Listening Ear of Night," and the closing chant, "Shall we Meet with Christ our Saviour," was magnificently performed.

The Rev. Otis Gibson, of the China Mission, delivered an interesting seomod yesterday morning in the Twelfth Street Methodist Episcopal church. He gave an account of the operations of the mission since he was first assigned to duty there.

At the M. E. Mariner's Bethel, Shippen and Penn streets, the anniversary of the Missionary Society was held, and addresses were delivered by Thomas Perrins and others. The children attached to the school sang a number of choice pieces.

The Missionary Anniversary of the Sabbath School connected with Cohocksink M. E. Church was held yesterday afternoon. Several appropriate addresses were delivered.

The hundred and twenty-fourth meeting of the Philadelphia Tract and Mission Society was held yesterday morning, in the Baptist Church, Eighth street, above Master. Addresses were delivered by Rev. William M. Connell, LL.D., and others.

A meeting of the friends of the Sabbath was held last evening, in the Seventh Presbyterian Church, Broad street, above Chesnut. The Rev. Dr. Crowell, the pastor of the church, and several others, delivered addresses appropriate to the occasion.

SAGE QUESTIONS.—

You who are at figures quick,
Brush up your arithmetic;
Can you count the drunkard's ills,
Or young Skin'em's unpaid bills,
Or the vows that lovers make,
Or the oaths that blacklegs break,
Or your Sallie's host of charms,
Or your nervous aunt's alarms,
Or mosquitoes in the Fall,
Or customers at Tower Hall?

We have the largest and best stock of CLOTHING *in Philadelphia, all* FRESH, FASHIONABLE, *and* SOUND, *which we are selling at prices guaranteed to be lower than the lowest elsewhere, for either* SOUND *or* DAMAGED *goods.*

TOWER HALL,
No. 518 MARKET STREET,
BENNETT & Co.

MACHINERY PERFECTED.—In all the wide range of human inventions the genius of man has never been more usefully called into operation than in bringing to perfection a durable, cheap, efficient, and simple Sewing Machine. Applying these essential qualities of a good Sewing Machine to the Florence, sold at No. 630 Chesnut street, we consider that its projectors have a perfect right to claim for it, in the highest degree, simplicity with durability, and in the further quality of doing a greater range of work than any other competitor, whilst it can be easily understood by all. Besides embodying all the advantages of other machines, the Florence possesses many improvements over any and all of them—such as making four different kinds of stitches, a self-adjusting tension adapted to all kinds of work, never failing to give the amount of tension always in exact proportion to the size of the bobbin, the peculiar method of taking up the slack thread, the excellent and exclusive feature of adjusting the length of the stitch, and the direction of the same, denominated the *reversible feed-motion*, which enables the operator, by simply turning a thumbscrew, to have the work run either to the right or left, to stay any part of the seam or fasten the ends of seams without turning the fabric. A careful examination of the construction and working of the Florence Machine will convince any one of its superiority, and we would advise our readers who are desirous of buying a gift that will be most acceptable to the wife, daughter and friend, to buy a Florence Sewing Machine—a gift of beauty and utility that will last a lifetime. Every machine sold is warranted to give satisfaction, and instructions given without charge. Call early to secure prompt delivery, as the Company are now behind their orders.

COUGHS, HOARSENESS, and the various Throat affections to which Public Speakers, Military Officers, and Singers are liable, relieved by "*Brown's Bronchial Troches.*" Having a *direct* influence to the affected parts, they allay Pulmonary irritation. The freedom from all deleterious ingredients makes *the Troches* a safe remedy for the most delicate female, or youngest child, and has caused them to be held in the highest esteem by those who use them.

"UNION IS NOT ALWAYS STRENGTH," as the sailor said when he saw the purser mixing his rum with water. The union of slate and dust with Coal by no means enhances its value. W. W. Alter, the renowned dealer, at No. 957 N. Ninth street, below Girard avenue, has his Coal carefully screened and picked for family use. He also sells at the very lowest prices. Branch Office at Sixth and Spring Garden streets.

HIGHLY IMPORTANT!
VISIT TO JEFF. DAVIS!
STARTLING DISCLOSURES!

From our own Special.

Passing by Fortress Monroe yesterday, I took occasion to drop in for a call upon the ex-President of the late lamented Confederate States.

Mr. Davis is looking quite old. Many ascribe this to his treatment here; but I think it probably arises from the fact that he was born in 1808.

When I entered his apartment, he was sitting upon a chair which stood upon the floor. He had one hand on his knee. This position, however, is not compulsory, and he varies it at will.

I said, "How do you do, sir?"

He said, "Pretty well, Gus, how are you?" I do not know why he called me that; Augustas is not my name.

I then said, "Sir, there are many conflicting rumors concerning your treatment in this place. Have you anything to complain of?"

He said, "Young man, I should think I had."

Said I, "Of what?"

Said he, "Of being locked up."

"How do they feed you?" I asked. "On victuals mostly," he answered.

"Do the bugs trouble you?" I asked. "Yes, when they bite me," said he.

I observed there was no Persian carpet on the floor, neither did I notice a rocking chair. Taking my leave of him, I said, "Can I do anything for you?" "Yes," said he, "send me the 'Book of Clothes' I see advertised by Charles Stokes & Co., the Clothiers under the Continental Hotel, Philadelphia. With this request my interview closed.

SALE OF OIL PAINTINGS.—Parties wishing to contribute to the sale of Oil Paintings, to be held at Scott's Art Gallery, No. 1020 Chesnut street, on Tuesday and Wednesday, February 27th and 28th, must have their paintings in store by Saturday next, 24th instant.

RUPTURE professionally treated, and correct Trusses applied, by C. H. Needles, corner of Twelfth and Race streets; Ladies' department first door below. A full line of Mechanical Remedies and Supports.

PRICES REDUCED.—A rare opportunity for persons desiring Photographs. All styles, of wonderful accuracy and superior execution, at B. F. Reimer's, No. 624 Arch street. Go early. Avoid delay.

W. & B., Good Clothing, Oak Hall, Sixth and Market.
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MARRIED.

COOPER—CARR.—On the 15th of September, 1800, by the Rev. J. R. Merrill, Mr. WILLIAM B. COOPER to Miss MARGARET CARR, both of this city.

MARTER—WARDLE.—On the 22d instant, in the Green Street M. E. Church, by the Rev. Alfred Cookman, Mr. EMERSON K. MARTER to Miss SALLIE B. WARDLE, both of this city. No cards.

DIED.

CASSIDY.—On the 25th instant, ANNE, wife of William Cassidy.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, northwest corner of Fifteenth and Wood streets, on Wednesday morning at 8½ o'clock, without further notice. Funeral service at the Cathedral. Interment at Cathedral Cemetery.

FULMER.—On the 23d instant, Mrs. CATHARINE, relict of the late John Fulmer, in the 89th year of her age.

The relatives and friends are invited to attend the funeral, from her late residence, No. 1341 Palmer street, Eighteenth Ward, on Tuesday afternoon at 2 o'clock.

RONEY.—On the morning of the 24th instant, ELIZABETH, wife of San uel J. Roney.

The relatives and friends of the family are respectfully invited to attend her funeral, from the residence of her husband, No 458 N. Sixth street, on Wednesday morning, the 28th instant, at 10 o'clock.

STILES.—On the 24th instant, after a long and severe illness, HENRIETTA, eldest daughter of Robert and Elizabeth Stiles, aged 16 years, 2 months, and 1 day.

The friends and the relatives of the family are respectfully invited to attend the funeral, from the residence of her parents, No. 827 Carpenter street, on Wednesday afternoon at 2 o'clock, without further notice.

WALLS.—On the 24th instant, SARAH A., wife of Thomas Walls, aged 32 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, Thompson street, above Second, on Wednesday morning at 8½ o'clock. Service and interment at St. Michael's.

WREN.—On the 24th instant, ELIZABETH WREN, wife of Christopher Wren, in the 49th year of her age.

The relatives and friends of the family, Martha Washington Tent, No. 4, I. D. of R. Sisters, are respectfully invited to attend the funeral, from the residence of her husband, No. 131 Hazel street, on Wednesday afternoon at 2 o'clock.

SUPERIOR WROUGHT STEEL AMERICAN and imported Coffee Mills, and those of more ordinary quality, and also several kinds of Coffee Roasters, for sale by TRUMAN & SHAW,
No 835 (Eight Thirty-five) MARKET St., below Ninth.

A SHORT RECEIPT TO CHEAPEN COAL—Buy a Patent Ash-Sifter of TRUMAN & SHAW,
No 835 (Eight Thirty-five) MARKET St., below Ninth.

THE BEST TEST OF THEIR UTILITY IS to bring a pair of Gail Scissors along with you, and we can soon show you how quickly and nicely you can sharpen them on Russ' Patent Sharpener. For sale by TRUMAN & SHAW,
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It is recommended by physicians of this and other places, as a superior tonic, and requires but a trial to convince the most skeptical of its great merit. To be had, wholesale and retail, of P. J. JORDAN,
No. 220 PEAR Street.
Champagne Cider, by the dozen, bottled, or by the barrel. 2 14 5

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DEALERS IN BAGS AND BAGGING
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Grain, Flour, Salt, Super Phosphate of Lime, Bone-Dust, Etc.
Large and small GUNNY BAGS constantly on hand.
Also, WOOL SACKS.
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WANTS.

WANTED.—A VERY ACTIVE AND EXperienced men to sell a most valuable Patent. For persons competent, the most liberal inducements are offered. Call at No. 223 DOCK Street second story front room. 2 24 smw 4w

THREE GENERAL AGENTS WANTED TO act in important locations for the New York Accidental Insurance Company. Active men of good address, apply to FRANK O. ALLEN, Branch Office, No. 419 CHESNUT Street. Apply soon. 2 21

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BRADLEY'S DUPLEX ELLIPTIC
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Each Hoop of this PECULIAR SKIRT is composed of TWO *fine tempered steel springs*, braided TIGHTLY and FIRMLY together EDGE to EDGE, forming at once the STRONGEST and most FLEXIBLE HOOP made.

They will not BEND or BREAK like the single springs, but will EVER PRESERVE their PERFECT and BEAUTIFUL SHAPE where three or four ordinary skirts will have been thrown away as useless.

Their *wonderful flexibility* ADDS GREATLY to the COMFORT and CONVENIENCE, besides giving INTENSE PLEASURE to the WEARER, as will be *particularly experienced* by LADIES attending *crowded receptions, balls, operas, etc.*

IN FACT for the *promenade or house, the church, theatre* or *car* they are UNSURPASSED, combining COMFORT, DURABILITY and ECONOMY, with that ELEGANCE of shape which has made the

DUPLEX ELLIPTIC THE
STANDARD SKIRT
OF THE FASHIONABLE WORLD.

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No. CHAMBERS and Nos. 79 and 81 READE Sts.,
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Merchants will be supplied as above, and by Philadelphia Jobbers.

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GREAT SALE OF RICH JEWELRY
AND FANCY GOODS.

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ONLY ONE ARTICLE
25 CENTS. SOLD AT A TIME.
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GIFT SALE.
25 CENTS TWENTY FIVE CENTS
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TWENTY-FIVE CENTS

And One Dollar is all that is asked per article, no matter of what value it may be. By this method you may get

A GOLD WATCH
A GOLD WATCH
FOR ONE DOLLAR.
FOR ONE DOLLAR.

A Silver Watch, a Silver plated Tea Set, a Silver Coffee Urn, a Silver-plated Goblet, Castor, Ice Pitcher, Butter Dish Set of Forks or Spoons one dollar. Rich Jewelry, of all the latest and most improved patterns; Opera Glasses, Fans, Table and Pocket Cutlery, besides a great variety of other goods. All to be disposed of on a new plan of sale at a price as amazing to everybody.

Included in this lot may be found a great variety of articles such as stationery, Envelopes, Ink, Pens, Needles, Fine Hair Nets, Ladies' Belt Buckles, Tooth Brushes, Pocket Books, Combs, Fancy Goods and Perfumery, Packages of Paper Collars, Neck Ties, Engravings, etc. etc. These goods can be purchased at 25 cents per article, according to the following terms:—

First. Our patrons are required to select from the 25 cent list such an article or articles as they may desire, for which they give the price (twenty-five cents per article), which in many instances is lower than that of the wholesale dealers. Second. Immediately after concluding this purchase, a registered certificate or order will be given, free of charge, naming an article in the $1 list, that can be had upon the payment of one dollar. The article so specified will then be shown, and the correct information as to its use and quality will be given. Third. It is then left optional whether the holder of the certificate pays the dollar and takes the article or not. Nothing is paid for until you know what you get.

Special attention is called to the fact that in no case can the slightest deviation from our established terms and rules be made. A rigid adherence to our impartial system of conducting this novel sale is necessary, that all may share equally the advantages resulting from our liberal method of doing business. By this method no money can be lost. No money is hazarded. For you do not pay, neither are you under any obligations to pay, for any article, until you know what you are to receive.

Everybody receives more than their money's worth and, as a matter of course, everybody will be delighted with this novel sale.

A visit from 100,000 ladies and gentlemen is expected before we close out our immense stock. Call and see for yourselves. The ladies will find a great variety of goods particularly adapted to their use, and will not fail to call early. This sale is really the latest novelty. No. 602 Chesnut street. Sale to continue day and evening until all the goods are disposed of.

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Successor to J. M. Blood & Co.,
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WILL OPEN
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OPERA GLASSES.
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JAMES W. QUEEN & CO.,
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Electricity in all its Various Forms Administered for the Cure of Chronic Diseases.

Within the past five years, *thousands* of patients have been treated at this office, suffering from almost every form and condition of disease common to humanity and in nearly all cases a benefit or perfect cure has been effected. Palsy, deafness, dimness, rheumatism, dyspepsia, cancer, and all the old knotty diseases that are a physician's curse, as it proves his inability to eradicate, are by our method comparatively easy of cure. Specimens of tumors of large growth extracted by means of Electricity alone, without pain, without the use of the knife, ligatures, or any other means, may be seen at our office by those interested. We are willing to undertake any of the following diseases, with every hope and prospect of success, with many others not here enumerated:—

1. *Diseases of the Brain and Nervous System.*—Epilepsy, Chorea or St. Vitus' Dance, Paralysis (Hemiplegia), Neuralgia, Hysteria, Nervousness, Palpitation of the Heart, Lockjaw, etc.

2. *Organs and Tissues connected with the Digestive System.*—Sore Throat, Dyspepsia, Diarrhœa, Dysentery, Obstinate Constipation, Hæmorrhoides or Piles, Bilious, Flatulent, and Painter's Colic, and all affections of the Liver and Spleen.

3. *Respiratory Organs.*—Catarrh, Cough, Inflammation, Asthma (when not caused by organic disease of the heart), Bronchitis, Pleurisy, Pleurodynia or Rheumatism of the Chest, Consumption in the early stages.

4. *Fibrous and Muscular System*—Rheumatism, Gout, Lumbago, Stiff Neck, Spinal Curvature, Hip Diseases, Cancers, Tumors.

5. *Urinary and Genital Organs.*—Gravel, Diabetes and Kidney Complaints, Impotence and Seminal Weakness. The latter complaints never fail to yield rapidly to this treatment.

6. *Diseases Peculiar to Females.*—Uterus Complaints, involving a mal-position, as Prolapsus, Anteversion, Retroversion, Inflammation, Ulceration, and various other affections of the Womb and Ovaries, Painful, Suppressed, Scanty, or Profuse Menstruation, Leucorrhœa.

TO LADIES we can recommend this treatment as one of UNVARIED SUCCESS. Almost innumerable cases have come under treatment at our office who can testify to this fact. Mrs. BECKWITH has entire charge of the Ladies' Department.

REFERENCES.—The diseases and all interested are referred to the following named gentlemen, who have been treated and witnessed our treatment on others at No. 1220 WALNUT Street:—

A. J. Pleasonton, Brigadier-General, No. 915 Spruce street; A. Pleasonton, Brigadier General, St. Louis, Missouri; Jacob Vannegrit, Odessa, Delaware; R. A. Semple, thread manufacturer, Mount Holly, New Jersey; W. B. Smith, ironfounder, No 1022 Hanover street, Philadelphia; George Douglass, Local Express Company, Philadelphia; J. W. Bradley, publisher, No. 66 N. Fourth street; Robert Work, No 51 N Third street; Colonel I. N. Sweeney, assessor, second District of Philadelphia, Walnut and Eighth streets; George O. Evans, No 413 Arch street, below Fifth; William Pelouze, type founder, Third and Chesnut streets; Ed. McLane, manufacturer of cotton goods, with very many others.

Physicians or students desiring to have instruction in the correct application of Electricity for the cure of disease can apply at the office.

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TEN FACTS FOR THE PEOPLE.—1ST. DEAN always has his store full of customers. Why? Because he keeps the best stock of segars and tobacco in the United States, and sells at least from 25 to 50 per cent. less than you can buy elsewhere. Go to DEAN'S, No. 413 CHESNUT Street.

2d. Why is it that the city tobacconists are down on Dean? Because he sells a better quality of tobacco and segars at a much less price than they can sell. Go to Dean's, No. 413 Chesnut street.

3d. The reason why he can sell so cheap is because his retail sales are over $300 per day, and his wholesale trade is over $2000 per day. He can afford to sell at from 2 to 5 per cent. profit while others cannot live on less than from 25 to 100 per cent. Go to Dean's, No. 413 Chesnut street.

4th. Dean sells prime imported Havana segars for six cents each. Genuine Yara for ten cents, and makes a liberal discount to those buying by the box.

Go to Dean's, No. 413 Chesnut street.

5th. Dean sells the best navy, of six different kinds, for 80, 85 and 90 cents per pound. Dry navy 40 cents per pound, with a discount to those buying five pounds or upwards.

Go to Dean's, No. 413 Chesnut street.

6th. Dean sells all kinds of smoking tobacco from 30 cents per pound to $1 30 per pound, and a discount on 5 pounds or upwards. Try it, you will like it.

Go to Dean's, No. 413 Chesnut street.

7th. Dean's Store is No. 413 Chesnut street. If you inquire of some tobacconists they will tell you they don't know him, and don't acknowledge him to be in the business. Why don't they know him? Because he sells so cheap, he is killing the business.

Go to Dean's, No 413 Chesnut street.

8th. Some tobacconists' jealousy makes them mean, but Dean can afford to be liberal; his trade is always on the increase. That's what troubles the Spanish Jews and red noses. When you want prime tobacco or segars at a fair price, go to Dean's, No. 413 Chesnut street.

9th. Dean's Yara Segars are the only genuine Yara in this city, all others are of inferior quality. Dean secured the whole crop of Yara this year and for next year. If you want genuine Yara Segars, go to Dean's, No. 413 Chesnut street.

10th. The largest assortment of segars in any one store in the United States you will find at DEAN'S, No. 413 CHESNUT Street.

N. B.—For cigarettes, apply to the Government. Secured 2 21 1mrp

FOR SALE.

FOR SALE—A BARGAIN.—THE OWNER, desiring to remove West, offers for sale a large, established Wholesale and Retail Business, consisting of COAL OIL LAMPS, GLASS-WARE, and OIL. The stock is in a good situation and doing a large business now. The whole, including Fixtures, Goodwill, etc., will be sold on reasonable terms. Possession given immediately, or as soon as stock can be counted after sale. Any person wishing to buy or go into business will do well to give their immediate attention. Also, a good horse, spring covered wagon horse and harness, all complete and in good order; can be seen at any time.

Address, a real and full name, Post Office, Box No. 2611 2 24 6t*p

FOR SALE—DESIRABLE DWELLING, No 247 N. Sixth street, opposite Franklin Square. Apply to P. MAGEIRA,
2 26 6t* No. 115 S. TEN TH St., below Chesnut.

AUCTION SALES.

B. SCOTT, JR., AUCTIONEER, No. 1020 CHESNUT Street.

SALE OF OIL PAINTINGS AND ENGRAVINGS.
On Wednesday and Thursday Evenings,
February 28 and March 1, at 7½ o'clock, at Scott's Art Gallery, No. 1020 Chesnut street, will be sold a collection of Fine Oil Paintings, embracing many subjects, from the pencils of the old and modern masters; fine proof Engravings, Chromo Lithographs, Colored Prints, etc., framed and unframed. Also a lot of Photograph Frames, etc. 2 24 5t

J. FITZPATRICK & CO., AUCTIONEERS.—New Auction House No 927 CHESNUT Street.

STERR'S CITY BAZAAR AND TATTERSALLS, FILBERT Street, between Seventh and Eighth streets.
W. H. STERR, Auctioneer,
Will sell
On Tuesday Morning,
February 27th at 10 o'clock about
THIRTY-FIVE HORSES,
Comprising Trotting, Farm, and Family Horses, among which will be found:—
Bay Horse 8 years old, sound and kind.
Brown Horse, 7 years old sound and kind.
Bay Mare 5 years old, sound and kind.
Sorrel Horse, 7 years old, sound and kind.
Gray Horse 6 years old, sound and kind.
Fine Bay Horses 7 years old sound and kind.
Superior Bay Pony, 9 years old, sound and kind.
ALSO
A number of other Horses and Mules.
Also new and second-hand Carriages, Light Wagons, Sulkies, Sleighs, etc. etc., with which the sale will commence.
Together with Single and Double Harness Saddles, Bridles, Whips, Sheets, Bells, etc., made by superior makers.
No postponement on account of weather.
Horses, Vehicles, and Harness always on hand at private Sale.
Superior Stable accommodations for Horses entered for public or private sale.
1t W. H. STERR, Auctioneer.

MEDICAL.

ELECTRICAL DISCOVERIES
AND
GLORIOUS RESULTS.

DR. M. J. GALLOWAY, Electrical Physician, formerly the partner of PROFESSOR C. H. BOLLES, after an absence of a year and a half from the city, during which time he has been engaged with PROFESSOR BOLLES, his father-in-law, in investigating more fully the sublime subject of Electricity as the GREAT CURATIVE AGENT, has resumed his successful practice at No. 142 South EIGHTH Street, where he is curing, with unparalleled success, the worst forms of acute and chronic diseases. In our many scientific experiments with the Electric, Galvanic, Electro-Magnetic, and pure Magnetic Currents, and their numerous modifications on the bodies of various animals for the purpose of ascertaining with minute accuracy the direct and indirect influence of each on the organization, we have demonstrated that Electricity is the vital element—that it can be directed to any organ or part of the body, and even after the vital functions seem paralyzed, possesses the power of arousing the dormant energies, equalizing the circulation, and restoring the system to a self-sustaining healthy condition.

The most satisfactory results follow our treatment. In some instances the disease of years' standing yields readily at the first touch of the electric element, while in others it requires a more protracted treatment.

One very important feature of our treatment is that no time is lost in *experimenting* with disease. By means of an electrical test, an accurate diagnosis is given at once, determining the locality and character of the disease, and indicating the treatment to be pursued.

DR. P. SHEDD, OF NEW YORK CITY, a scientific gentleman of ability, is associated with Dr. Galloway in the practice.

TO LADIES.—Our treatment is eminently successful in female diseases. Mrs. C. H. BOLLES gives her valuable services to all lady patients. Having cured during the last twelve years FIVE THOUSAND females suffering with every form of disease peculiar to their sex, her ability to cure is well established. Her great experience recommends her to the suffering of her sex.

REFERENCE.—We refer the diseased and others interested in our new practice to the following well known gentlemen, who have been treated successfully by us:—

George Grant, No 616 Chesnut street.
H. Z. Dealiver, No. 1736 Ionic street.
General Pleasonton, No. 916 Spruce street.
Major-General Pleasonton, U. S. Army.
Hon. David Wilmot, Judge of Court of Claims, Washington city.
Hon. Judge Capron, New York city.
Rev. Dr. Marshall of Pittsburg, Pa.
Edwin Forrest, the great Tragedian.
Rev. Dr. Hall, of Philadelphia.
Rev. Daniel Clark, Illinois.
Colonel Thomas W. Sweeney, Assessor, No. 716 Walnut street.
George H. Earle, Attorney at-Law, Sixth and Chesnut streets.
Emanuel Rey, Attorney-at-Law, No. 707 Sansom st.
Dr. George W. Freed, Lancaster city, Pa.
Dr. Wm. B. Brown, Girard House.
Rev. Mr. Mallory, Norristown, Pa.
Albert B. Nicolay, No. 52 William st., New York city.
G. Cummings, Tarrytown, New York city.
H. C. Shurtleff, No. 2722 Market street.
John M. Buist, No. 1823 South Broad street.
G. W. Merchant, Germantown, Philadelphia.

STUDENTS can enter at any time for a full course of instruction in our new mode of applying Electric

THE PLATE WAR.

The Allies Preparing to Attack Humaita—Paraguayan Attack at Paso da Patria Repulsed by the Allied Cavalry—Eighty Thousand Brazilian Troops in the Field—Defensive Works of the Paraguayans—Reign of Terror in Paraguay—The Difficulty Between Chili and Uruguay—Great Scarcity of Beef Cattle—Intense Heat at Buenos Ayres—104 in the Shade in December, Etc. Etc.

ALLIED PREPARATIONS TO ATTACK HUMAITA.

The Allies have concentrated their forces at Corrientes, near the boundary of Paraguay, and whence forces can be sent up either the Paraguay river or the Parana. Recently the Brazilians have been increasing their forces, so that the Allies must now have assembled forty-five thousand men. By agreement President General Mitre is Commander-in-Chief while the Allies occupy the Argentine territory. It is said that by the end of January matters in preparations will be ready for an attack on Fortress Humaita. This place has lately been much strengthened. About two hundred guns are in position, chains are placed across the river, and torpedoes are planted near it. President Mitre intends to attack this fort simultaneously by land and water.

THE PARAGUAYAN DEFENSES.

Across the river Parana there are two ferries, or fords, where the banks of the river are practicable for teams. These are Paso da Patria and Paso de los Bueyes. At the former the Paraguayans are strongly fortifying and preparing well to dispute the pass. As the other pass is unfortified it is likely that President Mitre will choose this one when he is ready. He has ordered the preparation of three hundred canoes, to hold twenty men each, for crossing. By such means the Paraguayans often come over at night and steal cattle and reconnoitre.

General Flores, of Uruguay, is guarding the Paso da Patria with Brazilian troops; General Caceres, of Corrientes, is at the city of Corrientes, commanding Argentines: General Panuero is with the commander-in-chief, two and a half leagues from the city of Corrientes.

PARAGUAYAN ATTACK REPULSED.

The most important piece of news by this steamer is that the Paraguayans have again crossed over at the Paso da Patria and attacked the cavalry stationed there under command of General Caceres. The enemy at first numbered one thousand men, but having been reinforced by five hundred more, comprising artillery and cavalry, they attacked Caceres' brave followers, but were driven back in disorder to the mountains which abound in that section.

A REIGN OF TERROR IN PARAGUAY.

The last conscription of Paraquay had added so many old men and boys to the army as to induce the belief that, as to men, Lopez is limited. Several prisoners, long incarcerated, have died, it is said, of poison. Many women are held in prison for political offenses, such as expressing opinions averse to the Paraguayan Government. In short, Lopez has instituted a reign of terror that is too severe to last long.

GENERAL URQUIZA'S FORCES,

of Entre Rios, have again dispersed in large numbers. General Mitre has written to him to send on to headquarters all the troops ready for the field, and to punish the delinquents. Already large numbers of officers and men are applying to General Urquiza for pardons. Nine have already been shot for mutiny or desertion. General Urquiza is effectually aiding the Allies by his vigor and discipline. At the outset Paraguay offered him great inducements to join Lopez; but he declined, wisely as well as patriotically. His opposition to the Allies would have prolonged the struggle through years.

SCARCITY OF PROVISIONS AMONG THE ALLIES.

The fact that the Paraguayans, in their one hundred and ninety-two days' invasion, swept away every cow and sheep in Corrientes, makes supplies of meat for the army scarce and dear. A few days ago I saw six very splendidly got up ambulances ready for the army, labelled in large letters, "Argentine Sanitary Commission." A recent fair for that society here—the first of the kind ever held—yielded $26,000 in silver.

The Allied fleet is made up chiefly of Brazilian vessels. Four or five of the sixteen vessels are Argentine. Uraguay has none at present; but she has just bought three fine gunboats from the United States, which, under the South American names of *Yatay*, *Vigilante*, and *Uruguay*, will soon join the fleet. The Brazilian iron-clad *Tamandare* has succeeded in getting above Corrientes. She is greatly relied on in the projected assault on Humaita. The Brazilian monitor is also there.

A Brazilian steam transport was wrecked last week on the Rio Grande coast, while conveying troops to the seat of war. There were on board 550 men, of whom two officers and five soldiers perished.

As to the state of feeling here, no one expresses any doubt as to the issue. Lopez must fall, and soon. Every confidence is expressed in our chief officers; thus far they have steadily progressed towards the subjugation of the Paraguayan hordes. The discipline of the army is stricter than ever was known among Argentine troops, and they fight with great bravery and determination. The national paper currency is constantly increasing in value. Both bonds and bank issues have advanced about ten per cent. since the war began. The only exciting political question is not war or no war, but the removal of the national capital from Buenos Ayres.

It is expected that Chili will make demands on this Government, as she did on Uruguay, for sending out privateers and establishing prize courts; and under this impression yesterday gold increased one-twentieth of one per cent.—not a very destructive rise. The Parana river is rising—a fact favorable to the grounded Brazillians. The United States war steamers *Wasp* and *Shawmut* have arrived at Montevideo.

In some parts of the country the grasshoppers are stripping the fields of all green vegetation, leaving the peach stones hanging on the leafless trees, and drinking the streams dry. Several serious Indian invasions have occurred—some of them within one hundred miles of Buenos Ayres. They are bolder than for years, knowing that our soldiers are away at the war. The wheat harvest has been gathered; it is the most extensive and productive ever known here. Of wool, four and a half millions of pounds have been brought to this market. The price is going down, as there is but little competition. The increase of sheep this year is set down at ten millions of animals. From the San Juan silver mines eight and a half tons of silver have arrived.

BUENOS AYRES, December 29.—To-day a supplemental mail leaves to overtake the other at Montevideo. I send you the latest news.

Two of the seven Brazilian transports aground in the Parana river are again floating. That river is covered with small craft, in the rice trade, carrying from one to twenty tons, nearly all under foreign flags, chiefly Italian. They are generally manned by their owners, who are mostly unable to read or write, and they are skilful smugglers. They demand all the respect for their flag that is due to an East Indiaman. It is a wonder that the system does not occasion ceaseless European wars.

LOPEZ IN A TIGHT PLACE.

No warlike movements have occurred, except that the allies are concentrating, and preparing for an invasion of Paraguay. There are rumors of peace; but the allies are pledged to accept no other conditions than the expulsion of Lopez from South America, and the division of the spoils.

Provisions are so scarce in Corrientes that cattle are bought in Entre Rios in great numbers, and driven over to the army. The result is that the prices of cattle have advanced so much as to almost suspend the annual killing for the hides, bones, and tallow.

Such large reinforcements are coming from Brazil that the allies are believed to have fifty thousand men within a day's march of the passes of the Parana.

EIGHTY THOUSAND BRAZILIANS IN THE FIELD.

A good authority here estimates the Brazilian forces under arms in the allied service on the frontier at eighty thousand men. Ten thousand men have arrived at Montevideo during the last two months *en route* to Corrientes. Within the last three days sixteen hundred more have arrived. Eighteen hundred are on the way, and four thousand two hundred are waiting for transports to bring them to the river Plate. I cannot believe that all the designs of Brazil have yet appeared on the surface.

The utmost activity prevails in the province of Entre Rios. General Urquiza is gathering troops with great industry for the allied camp. An order has been issued shutting up all the grog shops of the "rural districts" of that province. The same is proposed in this province. Thus we shall have the "Maine law," and without a single temperance society in the country.

Later advices contradict the report of the French war steamer *Decidee* bringing gold from Paraguay for Lopez or any one else.

The news by the French steamer yesterday has slightly raised the price of fine wools. During the month of December 17,583 bales of wool and 486 bags have been shipped. About half of the whole amount went to the United States.

Immense quantities of new wheat begin to arrive.

The old blockade-runners *Agnes*, *Arkle*, and *Lelia Bell* have been sold to the Brazilian Steam Packet Company.

The heat here is unprecedented, reaching for some days one hundred and two and one hundred and four degrees Fahrenheit in the shade. Yesterday it moderated, and the highest was eighty-nine degrees; to-day seventy-seven degrees.—*N. Y. Herald.*

Brevet Appointments Confirmed.

The following Pennsylvania volunteer officers in the late war, nominated by President Johnson, have been confirmed by the Senate:—

TO BE MAJOR-GENERALS BY BREVET.

Brevet Brigadier-General John I. Gregg, U. S. V., and Colonel of the 6th Pennsylvania Cavalry, for gallant and meritorious services, March 13, 1865.

Brevet Brigadier-General Charles H. T. Collis, U. S. V., and Colonel 114th Pennsylvania Volunteers, for meritorious services during the war, March 13, 1865.

Brevet Brigadier General William H. Medill, U. S. V., and Colonel 141st Pennsylvania Volunteers, for gallant and meritorious services during the war, March 13, 1865.

Brigadier-General John F. Hartranft, U. S. V., for conspicuous gallantry in repulsing and driving back the enemy from the lodgment made on our lines at Fort Sedgwick, Virginia, March 13, 1865.

Brevet Brigadier-General A. L. Pearson, U. S. V., for meritorious services during the war, May 1, 1865.

TO BE BRIGADIER-GENERALS BY BREVET.

Colonel Alexander Cummings, 19th Pennsylvania Cavalry, for meritorious services, April 10, 1865.

Colonel William J. Bolton, 51st Pennsylvania Volunteers, for gallant and meritorious services during the war, March 13, 1865.

Colonel James Carle, 191st Pennsylvania Volunteers, for conspicuous gallantry and meritorious services throughout the war, March 13, 1865.

Colenel Robert C. Cox, 207th Pennsylvania Volunteers, for gallant and meritorious services at Forts Steadman and Sedgwick, Va., April 2, 1865.

Colonel C. W. Diven, 200th Pennsylvania Volunteers, for valuable and meritorious services in front of Petersburg, Va., March 25, 1865.

Colonel Levi A. Dodd, 211th Pennsylvania Volunteers, for gallant and meritorious services in the assault upon the enemy's works in front of Fort Sedgwick, Va., April 2, 1865.

Colonel John Frazer, 140th Pennsylvania Volunteers, for gallant services, March 13, 1865.

Colonel William R. Hartshorn, 190th Pennsylvania Volunteers, for conspicuous gallantry and meritorious services throughout the war, March 18, 1865.

Colonel Henry M. Hoyt, 52d Pennsylvania Volunteers, for gallant and meritorious services, to date from March 12, 1865.

Colonel P. Huey, 8th Pennsylvania Cavalry, for gallant and meritorious services during the war, March 13, 1865.

Colonel Henry A. Hambright, 79th Pennsylvania Volunteers, for meritorious services, June 7, 1865.

Colonel J. B. Kiddoo, 22d Regiment U. S. C. T., for gallant and meritorious services during the war, June 15, 1865.

Colonel Alfred B. McCalmont, 208th Pennsylvania Volunteers, for gallant services during the war, March 13, 1865.

Colonel C. C. McCormick, 7th Pennsylvania Cavalry, for long, faithful, and gallant services, March 18, 1865.

Colonel David B. McKibben, 214th Pennsylvania Volunteers, for gallant and meritorious services during the war, March 13, 1865.

Colonel J. A. Mathews, 205th Pennsylvania Volunteers, for gallant and meritorious services at Forts Steadman and Sedgwick, Virginia, April 2, 1865.

Brevet Colonel W. H. H. McCall, U. S. V., and Lieutenant-Colonel 200th Pennsylvania Volunteers, for valuable and meritorious services in the assault in front of Fort Sedgwick, Virginia, February 2, 1865.

Colonel M. R. McClennan, 138th Pennsylvania Volunteers, for gallant and meritorious services before Petersburg, Virginia, April 2, 1865.

Colonel Henry Pleasants, 48th Pennsylvania Volunteers, for skilful and distinguished services during the war, and particularly in the construction and explosion of the mine before Petersburg, Virginia, March 13, 1865.

Brevet Colonel Joseph B. Pattee, United States Volunteers, and Lieutenant-Colonel of the 190th Pennsylvania Volunteers, for gallant and meritorious services during the recent campaign terminating with the surrender of the insurgent army under General Robert E. Lee, April 9, 1865.

Colonel Marcus A. Reno, 12th Pennsylvania Cavalry, for meritorious services during the war, March 13, 1865.

Colonel Joseph Roberts, 3d Pennsylvania Heavy Artillery, for meritorious and distinguished services, April 9, 1865.

Colonel Robert M. West, 5th Pennsylvania Cavalry, for gallant and meritorious conduct at the battle of Five Forks, Virginia, April 1, 1865.

Colonel Samuel M. Zulick, 29th Veteran Volunteers, for bravery and efficiency as an officer, March 13, 1865.

Colonel George Zinn, 57th Pennsylvania Volunteers, for good conduct and meritorious services during the war, April 6, 1865.

Colonel Joseph W. Fisher, 195th Pennsylvania Volunteers, for faithful and meritorious services during the war, November 4, 1865.

Colonel Charles L. Leiper, 2d Pennsylvania Cavalry, for meritorious services during the war, March 13, 1865.

Colonel E. L. Dana, 143d Pennsylvania Volunteers, for meritorious services, July 26, 1865.

Colonel Thomas M. Walker, 11th Pennsylvania Volunteers, for meritorious services, July 5, 1865.

Colonel Samuel P. Spear, 11th Pennsylvania Cavalry, for great personal bravery at Darbytown, near Richmond, Va., March 13, 1865.

Colonel Henry A. Frink, of the 186th Pennsylvania Volunteers, for gallant and meritorious services during the war, October 4, 1865.

Colonel Thomas E. Rose, of the 77th Pennsylvania Volunteers, for gallant and meritorious services, July 22, 1865.

Colonel Charles Barnes, 206th Pennsylvania Volunteers, for meritorious services during the war, September 28, 1865.

Colonel J. P. Taylor, of the 1st Pennsylvania Cavalry, for meritorious services, August 4, 1865.

How The French Kill Themselves.

We have already alluded to the reports of the suicides in France from 1827 to 1860. The following table, prepared by Dr. De Boismont, who has made the subject his special study, is a summary of the various modes adopted:—

	Number.	Males.	Females.
By hanging	14,242	12,152	2,090
By drowning	11,845	6,688	5,157
By firearm	4,890	4,837	53
By charcoal	4,224	2,917	1,307
By cutting instrum'ts	1,552	1,272	280
By voluntary fall	1,380	862	518
By poison	756	474	282
By other means	282	228	54
	38,671	28,930	9,741

PROSPECTUS

OF THE

CARSON

GOLD MINING COMPANY.

CAPITAL STOCK....$500,000

NUMBER OF SHARES, 50,000.

Par Value and Subscription Price, $10.

WORKING CAPITAL, $50,000.

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SECRETARY AND TREASURER, pro tem,

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SOLICITOR,

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DIRECTORS,

COLONEL WILLIAM B. THOMAS,
CHARLES S. OGDEN,
EDWIN MIDDLETON,
ALEXANDER J. HARPER,
WILLIAM BERGER.

The Land of this Company consists of about 120 Acres, in Mecklenburg county, North Carolina, about 2½ miles from the town of Charlotte.

On this property fifteen shafts or pits have been opened and sunk to various depths, from 10 to 65 feet, demonstrating the existence of three parallel veins of ore of about 4 feet in width and about 100 feet apart, converging to a common centre at the depth of about 150 feet, forming one immense mass or vein of ore, extending in length through the property more than half a mile. There are also on this property other veins of ore unexplored. All these ores are known as the Brown Ores, and are very rich, yielding an average of about $200 per ton in gold, the above results having been demonstrated by the rude working of the mines for several years past, the risk of investment in undeveloped property is not incurred, and by the application of modern mining and reducing machinery the Company anticipate an immediate and large return for their money.

Having an ore that readily yields $200 per ton, some estimate can be made of the value of his property. With the present imperfect system of mining, ten tons of this ore can be taken out and reduced daily from every shaft opened, at an expense not exceeding $25 per ton, leaving a net daily profit of $1750 for each shaft worked by the Company.

The large working capital reserved will enable the Company at once to procure and erect the best modern machinery for manipulating the ores, by means of which the yield will be largely increased.

These mines, whilst they produce ores richer than those of Colorado or Nevada, have many advantages over them, particularly in an abundance of fuel and cheap labor, and the facility with which they can be worked during the entire year; whilst those of Colorado and Nevada can only be worked during the warm weather.

A test assay of an average specimen of the ore from the Carson Mines was made as late as the 27th of January of the present year, as will appear from the following certificate of Professors Booth and Garrett, the Assayers of the Philadelphia Mint:—

PHILADELPHIA, January 27, 1866.

Dear Sir:—We have carefully assayed the sample of ore from "Carson Mine," North Carolina, and find it to yield ten ounces nine pennyweights of pure gold to the ton of ore. The coin value is therefore $216 02 per ton of ore. Yours, respectfully,

BOOTH & GARRETT.

DR. M. B. TAYLOR, No. 404 Walnut street, Philad.

Subscriptions to the Capital Stock will be received at the Office of the Company, No. 407 WALNUT Street, where samples of the ore may be seen, and full information given. 2 3

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Importer and Wholesale Dealer in Foreign

BRANDIES, WINES,

AND

FINE OLD WHISKIES,

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GAS! GAS!! GAS!!!

REDUCE YOUR GAS BILLS.

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It is a matter of considerable importance to gas consumers generally, and of especial importance to all keepers of hotels and large boarding houses, to have such gas burners as will admit of being easily and permanently adjusted to suit the special requirements of the locality of each; because those who have not to pay the bills feel but little or no interest in economizing the gas, and sometimes carelessly or thoughtlessly turn on twice or three as much as would answer their needs. Call and examine, or send your orders to

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AT THE FLORENCE OFFICE,

No. 630 CHESNUT Street, Philada.

Retail price, 25 cents each. 2 12 mwf3m

REVENUE STAMPS, REVENUE STAMPS,
REVENUE STAMPS,
Of all descriptions,
Of all descriptions,
Always on hand,
Always on hand,
AT FLORENCE SEWING MACHINE CO.'S OFFICE,
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No. 630 CHESNUT Street,
No. 630 CHESNUT Street,
One door below Seventh street.
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The most liberal discount allowed.
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PARMASAN CHEESE,

FRESH IMPORTED.

For sale by

JAMES R. WEBB,

2 15 1m WALNUT AND EIGHTH STREETS.

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Of all descriptions,
Of all descriptions,
Always on hand,
Always on hand,
AT FLORENCE SEWING MACHINE CO.'S OFFICE,
AT FLORENCE SEWING MACHINE CO.'S OFFICE,
No. 630 CHESNUT Street,
No. 630 CHESNUT Street,
One door below Seventh street.
One door below Seventh street.
The most liberal discount allowed.
The most liberal discount allowed. 2 5

THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE THIRD, WILL BE CONTINUED AS HERETOFORE.
STAMPS of EVERY DESCRIPTION CONSTANTLY ON HAND, AND IN ANY AMOUNT. 1 13

SHIPPING.

FOR NEW YORK.—DESPATCH and Swiftsure Lines, via Delaware and Raritan Canal. The steamers of these lines are leaving daily at 12 o'clock M., and 6 o'clock P. M., from third pier above Walnut street.
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 134 S. DELAWARE Avenue.

THE OLD-ESTABLISHED INDEPENDENT OUTSIDE LINE FOR NEW YORK
is reciving Freights daily at low rates.
SECOND WHARF BELOW SPRUCE STREET, and will insure at low rates.
P. E. CLARK, Agent,
2 5 1m Nos. 214 and 216 S. DELAWARE Avenue.

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"ANCHOR LINE OF STEAMERS."
"HIBERNIA," "COLUMBIA"
"CALEDONIA," "CAMBRIA,"
"BRITANNIA," "INDIA."
Steam to
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RATES OF PASSAGE,
PAYABLE IN PAPER CURRENCY.
CABINS.....$90, $80, and $70
STEERAGE.....$30
Steamship "HIBERNIA" leaves SATURDAY, January 27.
THE PAID CERTIFICATES
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LOWER RATES THAN ANY OTHER LINE.
Also, to and from
ALL STATIONS ON THE IRISH RAILWAYS.
SPECIAL NOTICE.—Passengers will take particular notice that the "Anchor Line" is the only line granting through tickets at the above rates, from Philadelphia to the points named above, and that the undersigned is the only duly authorized Agent in Philadelphia.
Apply to W. A. HAMILL,
[Sole Agent for "ANCHOR LINE,"
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STEAM TO LIVERPOOL.—Calling at QUEENSTOWN. The Inman Line, sailing SEMI-WEEKLY, carrying the United States Mails.
CITY OF LIMERICK, Wednesday, February 21.
CITY OF LONDON, Saturday, February 24.
CITY OF DUBLIN, Wednesday, February 28.
CITY OF BALTIMORE, Saturday, March 3.
At Noon, from Pier 44 North River.
RATES OF PASSAGE,
PAYABLE IN GOLD.
First Cabin.....$80 00 Steerage.....$30 00
First Cabin to London.....$5 00 Steerage to London.....$4 00
First Cabin to Paris.....100 00 Steerage to Paris.....40 00
Passengers also forwarded to Havre, Hamburg, Bremen, etc. etc., at moderate rates.
Passage by the Wednesday steamers:—Cabin $80 00; Steerage $35 00; payable in United states currency.
Steerage passage from Liverpool or Queenstown, $30 gold, or its equivalent. Tickets can be bought here by persons sending for their friends
For further information apply at the Company's Offices. JOHN G. DALE, Agent,
1 25 No. 111 WALNUT Street, Philadelphia.

HAIR ESTABLISHMENTS.

BAKER'S POPULAR HAIR ESTABLISHMENT.—The assortment of Braids, Wigs, Toupees Bandeaux, Rapillons, Rouleaux, Tondues, Frises Crimpses, Curls, Illusive Seams for ladies, cannot be equalled by any other House in the United States, at prices lower than elsewhere.
1 30 3m No. 900 CHESNUT Street, Philadelphia.

DENTISTRY.

ISAIAH PRICE, DENTIST, GRADUATE OF Philadelphia College of Dental Surgery, class 1853-4, formerly of West Chester, Pa., having served three years in the Army, has resumed the practice of his profession at No. 941 N. ELEVENTH Street, Philadelphia, where he will endeavor to give satisfactory attention to all who may require his professional services. 11 8 1y

G. C. REUKAUFF,

MANUFACTURER OF

LOOKING-GLASS,

PORTRAIT,

PHOTOGRAPH,

AND

PICTURE FRAMES,

AND GILT MOULDINGS,

No. 929 ARCH STREET,

PHILADELPHIA.

PAINTINGS, AND A GREAT VARIETY OF ENGRAVINGS ON HAND.

OLD WORK RECILT EQUAL TO NEW. 11 6 4m

HARNESS.

A LARGE LOT OF NEW U. S. WAGON HARNESS, 2, 4, and 6 horse. Also, parts of HARNESS, SADDLES, COLLARS, HALTERS, etc., bought at the recent Government sales—to be sold at a great sacrifice. Wholesale or Retail. Together with our usual assortment of

SADDLERY AND SADDLERY HARDWARE.

WILLIAM S. HANSELL & SONS,

2 1 6 No. 114 MARKET Street.

WILEY & BROTHER,

IMPORTERS AND DEALERS IN HAVANA CIGARS AND MEERSCHAUM PIPES, N. W. Cor. EIGHTH and WALNUT Streets.

We offer the finest Havana Cigars at prices from 20 to 30 per cent. below the regular rates.
Also, the celebrated
"LONE JACK" SMOKING TOBACCO,
which is far superior to any yet brought before the public.
Motto of Lone Jack:—
"SEEK NO FURTHER, FOR NO BETTER CAN BE FOUND." 1 15 3m

FITLER, WEAVER & CO.,

MANUFACTURERS OF

Manilla and Tarred Cordage, Cords, Twines, Etc.,

No. 23 North WATER Street, and No. 22 North DELAWARE Avenue,
PHILADELPHIA.
EDWIN H. FITLER, MICHAEL WEAVER,
CONRAD F. CLOTHIER. 2 14 6

J. C. PERKINS,

LUMBER MERCHANT

Successor to R. Clark, Jr.,

No. 324 CHRISTIAN STREET.

Constantly on hand a large and varied assortment of Building Lumber. 5 24 1y

WILLIAM S. GRANT,

COMMISSION MERCHANT,

No. 33 S. DELAWARE Avenue, Philadelphia,

AGENT FOR

Dupont's Gunpowder, Refined Nitre, Charcoal, Etc.
W. Baker & Co.'s Chocolate, Cocoa, and Broma.
Crocker Bros. & Co.'s Yellow Metal Sheathing, Bolts, and Nails. 1 24

ALEXANDER G. CATTELL & CO.,

PRODUCE COMMISSION MERCHANTS,

No. 26 NORTH WHARVES,

AND

No. 27 NORTH WATER STREET,

PHILADELPHIA.

ALEXANDER G. CATTELL ELIJAH G. CATTELL 2 2 6

THE COLTON DENTAL ASSOCIATION ORIGINATED the Anæsthetic use of NITROUS OXIDE GAS for Extracting Teeth without pain. WE DO NO OTHER DENTAL WORK. Office, No. 737 WALNUT Street, Philadelphia. 2 5 1m*

REVENUE STAMPS, REVENUE STAMPS
REVENUE STAMPS,
Of all descriptions,
Of all descriptions,
Always on hand,
Always on hand,
AT FLORENCE SEWING MACHINE CO.'S OFFICE,
AT FLORENCE SEWING MACHINE CO.'S OFFICE,
No. 630 CHESNUT Street,
No. 630 CHESNUT Street,
One door below Seventh street.
One door below Seventh street.
The most liberal discount allowed.
The most liberal discount allowed. 2 5

FINANCIAL.

JAY COOKE & CO.,

No. 114 S. THIRD STREET,

BANKERS,

AND

DEALERS IN GOVERNMENT SECURITIES

U. S. 6s OF 1881,
5-20s, OLD AND NEW,
10-40s; CERTIFICATES OF INDEBTEDNESS,
7-30 NOTES, 1st, 2d, and 3d Series.

COMPOUND INTEREST NOTES WANTED.

INTEREST ALLOWED ON DEPOSITS.

Collections made; Stocks Bought and Sold on Commission.
Special business accommodations reserved for LADIES.

PHILADELPHIA, February, 1866. 2 7 3m

U. S. SECURITIES.

A SPECIALTY.

SMITH, RANDOLPH & CO.,

BANKERS & BROKERS,

16 S. THIRD ST. PHILADELPHIA. | 3 NASSAU ST. NEW YORK.

STOCKS AND GOLD

BOUGHT AND SOLD ON COMMISSION.

INTEREST ALLOWED ON DEPOSITS. 2 1

DAVIES BROTHERS,

No. 225 DOCK STREET,

BANKERS AND BROKERS,

BUY AND SELL

UNITED STATES BONDS, 1881s, 5-20s, 10 40s.
UNITED STATES 7 3-10s, ALL ISSUES.
CERTIFICATES OF INDEBTEDNESS
Mercantile Paper and Loans on Collaterals negotiated.
Stocks Bought and Sold on Commission. 1 31 1y

HARPER, DURNEY & CO.,

BANKERS,

STOCK AND EXCHANGE BROKERS,

No. 55 S. THIRD STREET, PHILADELPHIA.

Stocks and Loans bought and sold on Commission
Uncurrent Bank Notes, Coin, Etc., bought and sold.
Special attention paid to the purchase and sale of Oil Stocks. Deposits received, and interest allowed, as per agreement. 12 1 3m

THE FIRST NATIONAL BANK

HAS REMOVED

During the erection of the new Bank building,

TO

No. 305 CHESNUT STREET

1 17 4p

WORK, McCOUCH & CO.,

STOCK AND EXCHANGE BROKERS,

No. 36 S. THIRD STREET

GOVERNMENT SECURITIES Bought and Sold.
STOCKS Bought and Sold on Commission.
INTEREST allowed on Deposits. 1 31 1m4p

5'20S.

7'30s,

WANTED.

DE HAVEN & BROTHER,

1-7 No. 40 S. THIRD STREET.

INSURANCE COMPANIES.

GIRARD FIRE AND MARINE

INSURANCE COMPANY.

OFFICE, No. 415 WALNUT STREET, PHILADELPHIA.
CAPITAL PAID IN, IN CASH, $300,000.
This company continues to write on *Fire Risks only*
Its capital, with a good surplus, is safely invested.
702
Losses by fire have been promptly paid, and more than
$500,000
Disbursed on this account within the past few years.
For the present the office of this company will remain at
No. 415 WALNUT STREET,
But within a few months will remove to its OWN BUILDING
N. E. CORNER SEVENTH AND CHESNUT STREETS.
Then as now, we shall be happy to insure our patrons at such rates as are consistent with safety.

DIRECTORS.

THOMAS CRAVEN, ALFRED S. GILLETT,
FURMAN SHEPPARD, N. S. LAWRENCE,
THOS. MACKELLAR, CHARLES I. DUPONT,
JOHN SUPPLEE, HENRY F. KENNEY,
JOHN W. CLAGHORN, JOSEPH KLAPP, M. D.
SILAS YERKES, Jr.,
THOMAS CRAVEN, President.
ALFRED S. GILLETT, V. President and Treasurer.
JAMES B. ALVORD, Secretary. 1 19 1y

FIRE INSURANCE,

THE HOME INSURANCE COMPANY OF PHILADELPHIA,

No. 109 S. FOURTH Street.

Charter Perpetual. Authorized Capital, $500 000
Paid-up Capital, $100,000.
Insures against loss or damage by FIRE on buildings, either permanently or for a LIMITED period. Also on MERCHANDISE generally and Household Furniture, city or country.

DIRECTORS.

James Brown, Thomas Kimber, Jr.,
Charles A. Duy, Lemuel Coffin,
Wm. D. Lewis, J. Hillborn Jones,
William B. Bulleck, John Woodside,
Wm. N. Needles, Wm. C. Longstreth,
John D. Taylor, J. N. Hutchinson,
JAMES BROWN, President.
CHAS. A. DUY, Vice President.
THOMAS NEILSON, Secre

EUREKA!

THE INFALLIBLE HAIR RESTORATIVE.

THIS IS NO HAIR DYE.

THE IMMENSE SUCCESS with which this preparation has met during the short time it has been before the public, has induced the thousands and tens of thousands who have used and attested its virtues, to pronounce it the ONLY and TRUE Hair Restorative. The Eureka has been introduced into all the principal cities both East and West, and having intrinsically performed all that is claimed for it, has superseded all other Hair Preparations. The Eureka restores Grey Hair to its original color; prevents the hair from falling out, by causing a healthy condition of the scalp, imparting to the hair a softness and gloss, and youthful appearance that no other Hair Preparation can produce. The Eureka is free from all impurities or poisonous drugs, and can be used without soiling scalp or hands.
Manufactured and sold wholesale and retail by
ROBERT FISHER, Sole Agent,
No. 25 N. FIFTH Street, St. Louis, Mo.
Agents for Pennsylvania, DYOTT & CO., No. 232 N. SECOND Street, Philadelphia. 1 26 mw2m

DEAFNESS, BLINDNESS, AND CATARRH.—J. ISAACS, M. D., Professor of the Eye and Ear treats all diseases appertaining to the above members with the utmost success. Testimonials from the most reliable sources in the city can be seen at his office, No. 519 PINE Street. The Medical Faculty are invited to accompany their patients as he has no secrets in his practice 10 3

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY,
INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835.
OFFICE S. E. CORNER THIRD AND WALNUT STREETS, PHILADELPHIA.
MARINE INSURANCE
ON VESSELS,
CARGO, } To all parts of the W
FREIGHT
INLAND INSURANCES
On Goods by River, Canal, Lake, and Land Carriage to all parts of the Union.
FIRE INSURANCES
On Merchandise generally.
On Stores, Dwelling Houses, etc.

ASSETS OF THE COMPANY
November 1, 1865.

$100 000	United States 5 per cent. loan, '71	$103,500 00
120,000	" 6 " '81	124 100 00
200,000	" 7 3-10 per cent. loan,	
	Treasury Notes	194 375 00
100 000	State of Pennsylvania Five Per Cent. Loan	90,555
54,000	State of Pennsylvania 6 Per Cent. Loan	53,250
125,000	City of Philadelphia Six Per Cent. Loan	132,812 50
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	20,000 00
25,000	Pennsylvania Railroad Second Mortgage Six Per Cent. Bonds	23,750 00
25 000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds	23,750 0
15,000	300 Shares Stock Germantown Gas Company, principal and interest guaranteed by the City of Philadelphia	13,837 50
7,150	143 Shares Stock Pennsylvania Railroad Company	8,800 0
5,000	100 Shares Stock North Pennsylvania Railroad Company	3,250 00
40,000	Deposit with United States Government, subject to ten days' call	43,000 00
20,000	State of Tennessee Five Per Cent. Loan	18,900 00
170 700	Loans on Bonds and Mortgage, first liens on City Property	170,700 0
$1,030,850	Par. Market value	$996,560 00
	Real Estate	35,000 00
	Bills receivable for insurances made	121,613 37
	Balances due at Agencies,—Premiums on Marine Policies, Accrued Interest, and other debts due the Company	40,511 44
	Scrip and Stock of sundry Insurance and other Companies, $123. Estimated value	2,910 00
	Cash in Banks $55,356 89	
	Cash in Drawer 678 48	56,035 37
		$1,253,549 18

DIRECTORS.

Thomas C. Hand, Samuel E. Stokes,
John C. Davis, J. F. Penistan,
Edmund A. Souder, Henry Sloan,
Theophilus Paulding, William G. Boulton,
John R. Penrose, Edward Darlington,
James Traquair, H. Jones Brooks,
Henry C. Dallett, Jr., Edward Lafourcade,
James C. Hand, Jacob P. Jones,
William C. Ludwig, James B. McFarland,
Josepa H. Seal, Joshua F. Fyre,
George C. Leiper, Spencer McIlvain,
Hugh Craig, J. B. Semple, Pittsburg,
Robert Burton, A. B. Berger, Pittsburg,
John D Taylor, D. T. Morgan, Pittsburg.
THOMAS C. HAND, President,
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary. 12 13

1829—CHARTER PERPETUAL.

FRANKLIN

FIRE INSURANCE COMPANY

OF

PHILADELPHIA.

Assets on January 1, 1866,

$2,506,851'96.

Capital	$400 000 00
Accrued Surplus	944,543 15
Premiums	1,162,308 81
UNSETTLED CLAIMS, $11,467 53.	INCOME FOR 1866, $310 000.

LOSSES PAID SINCE 1829 *OVER*

$5,000,000.

Perpetual and Temporary Policies on Liberal Terms.

DIRECTORS.

Charles N. Bancker, Edward C. Dale,
Tobias Wagner, George Fales,
Samuel Grant, Alfred Fitler,
George W. Richards, Francis W. Lewis, M. D.
Isaac Lea, Peter McCall,
CHARLES N. BANCKER, President.
EDWARD C. DALE, Vice-President.
JAS. W. McALLISTER, Secretary protem. 2 2 1231

NORTH AMERICAN, TRANSIT

INSURANCE COMPANY,

No. 133 S. FOURTH Street

PHILADELPHIA.

Annual Policies issued against General Accidents of all descriptions at exceedingly low rates.
Insurance effected for one year, in any sum from $100 to $10,000, at a premium of only one-half per cent., securing the full amount insured in case of death, and a compensation each week equal to the whole premium paid.
Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or 6 months, at 10 cents a day, insuring in the sum of $3000 or giving $15 per week if disabled, to be had at the General Office, No. 133 S. FOURTH Street, Philadelphia, or at the various Railroad Ticket offices. Be sure to purchase the tickets of the North American Transit Insurance Company.
For circulars and further information apply at the General Office, or of any of the authorized Agents of the Company.
LEWIS L. HOUPT, President.
JAMES M. CONRAD, Treasurer.
HENRY C. BROWN, Secretary.
JOHN C. BULLITT, Solicitor.

DIRECTORS.

L. L. Houpt, late of Pennsylvania Railroad Company.
M. B[illegible], of M. W. Baldwin & Co.'s.
Samuel C. Palmer, Cashier of Commercial Bank.
Richard Wood, No. 309 Market street.
James M. Conrad, No. 133

Appalling Suicide of a Supposed French Nobleman and His Mother.

Nine weeks ago a French gentleman applied for apartments (furnished) at No. 1 Norfolk road, Paddington, stating that he and his mother desired the drawing-room floor and a bed-room, and added that he was a French nobleman, who from political motives had been compelled to leave his country. The landlady, Mrs. Connor, asked for references, which were given, and which comprised the names of some of the higher dignitaries of the Roman Catholic Church, and, the inquiries having proved satisfactory, the apartments were let to the Frenchman and his mother at 25s. per week. Since then several weeks have elapsed, when the landlady found that she need not expect any rent from her lodgers, and she further discovered that the Frenchman and his mother were living in a state of semi-starvation; that notwithstanding they were constantly receiving visitors, the majority of whom came in their carriages, very little food came into the house for their sustenance. Last week Mrs. Conner gave her lodgers notice to quit, the said notice to take effect on last Thursday. In the interim the Frenchman wrote a great many letters, but received very few in return.

At half-past 8 on Thursday night Mrs. Connor went upstairs to inquire the reason why her lodgers had not left, and on knocking several times at the door, and receiving no answer, she concluded they had gone to bed, but as she was going down stairs, the old lady came out of the room, and said it would be all right on the following morning. At 10 o'clock on Friday Mrs. Connor again went to the door of the rooms, and after knocking for several minutes, and receiving no answer, she became alarmed, and sent for the police. Hawtree, 1 X, was speedily on the spot, and he effected an entry into the room by way of the back window. The Frenchman and his mother were found suspended by cords from the opposite ends of the window cornice-roller, and both of them quite dead. The Frenchman was suspended by a piece of window-cord, and the mother had hung herself with a small rope pulled from the bed-sacking. There were indications showing that after the nooses were affixed both mother and son stood on a high footstool at the centre of the window, and threw themselves off simultaneously.

At that moment the end of the cornice-pole which suspended the mother, splintered, which caused a depression at the other end, the consequence being the feet of both parties touched the ground; but so determined were they to commit suicide that both of them drew up their legs, and thus consummated their purpose. With their legs bent in this wise they were found by the inspector. Mr. J. S. Beale, the police-surgeon, pronounced that life had been extinct for several hours. On a sofa near the window was found on one end the Frenchman's coat, cravat, and collar, and on the other end the woman's cap and neck-ribbon. On an adjacent table were several articles of antique jewelry—evidently heirlooms—and letters from several English and French noblemen. Close to where they lay were two sheets marked with ink in large letters. One was marked, "This for myself," the other, "This for my mother." On the table was found the following letter:—

"Mrs. Connor:—You are a Christian and a Catholic, therefore you will know how to fulfil the last prayers of a dying woman, and that it is a holy duty. My beloved son and myself are just going to die. We ask from you to look over that, and see that our dress is not taken from us, and that my son's false leg (the gentleman wore a cork leg) be not taken from him. I have prepared two pieces of bed sheets, and I wish us to be wrapped in them all dressed. I also wish you to take care we are both placed in the same grave. My beloved son has struggled against his enemies with a courage that a good conscience alone can give. We have suffered a great many humiliations and privations, and we have been consenting to bear such suffering so long as our religious feelings would permit us. God does know our thoughts and our consciences; He will forgive us. We shall pray Him for you—for what you saw not. Do, by yourself, what I ask from you. Take care that it is done. I thank you for your kindness to us in our misfortune, and I regret the trouble we are giving you now; but I wish to die here. I leave to you like a reward eight cards (pawnbrokers' duplicates) of very good clothes. They are in for £8; their value is, indeed, thirty guineas. I have not had the means to give something to the man who has rendered to us some service, and who, in this last moment, will have something to do. I leave him all the clothes of my son; I speak of what I give to you because I am persuaded that I do not know; but I think our property in your house has been a security for your expenses up to this time. You may have the two hats of my son's, but burn all which you consider should be thrown away. For a long time I have seen my son suffering and slowly dying. God only knoweth all the torments of my soul. I pray you again to do all that. God will bless you.

"A. DE CALUWE."

Close to the man's body was the following letter:—

"I should be obliged that the woman upstairs arrange our two bodies, and give her what she likes. There is linen in the wardrobe, if wanted. Everything we have on is very old. I leave a great deal of old linen dirty. I leave eight coats and a lot of other clothes. My mother, dear, asks that our faces be covered with linen. I leave 6s. We have suffered very much, and I trust, Mrs. Conner, you will do my mother's requests.

"F. DE CALUWE."

Other letters went to show that the gentleman was thirty-five years of age, and his mother seventy years of age.—*London Paper.*

MISCELLANEOUS JOTTINGS.

—Fans made of lace are the newest dainty in Paris.

—The Vicksburg and Shreveport Railroad was recently sold at auction for $50,000.

—A fire in Austin, Texas, on the 4th instant, caused a loss of $25,000.

—Ex-Governor Holden of North Carolina, has resumed the editorship of the Raleigh *Standard*.

—W. F. Ritchie, of Richmond, Mrs. Mowatt's husband, has emigrated to Mexico.

—Bill Arp is described as tall, stout, black eyes, bald, and a grave cast of countenance.

—"Saric" for Sarah is the last illustration of the "ie" mania among young ladies.

—An infant's baptismal dress in Paris recently cost $18,000.

—Where is paper money first mentioned in the Bible? When the dove brought the green-back to Noah.

—Lieutenant Cushing, who blew up the *Albemarle*, has been thrown from a horse in Honolulu, breaking his collar-bone.

—Western papers are all full of accounts of religious revivals. Nothing like this excitement has been seen since 1858.

—The National Soldiers' and Sailors' League at Louisville, Kentucky, celebrated President Lincoln's birthday by a procession.

—The Mississippi has overflowed the unrepaired levee near Baton Rouge, La., and a great flood is anticipated.

—Terrible weather is still reported from the plains. Horses and cattle in great numbers have been frozen to death.

—Colonel O. S. Holland, formerly commanding the 36th Mississippi Regiment, has opened a hotel at Enterprise, in that State.

—A corps of teachers, male and female, have arrived in Tuscumbia from the North, and opened a school for the "freedmen."

—Colonel John C. Noble is about to revive the Paducah (Ky.) *Herald*, a paper which he published before the war.

—Judge Aldrich, of South Carolina, has delivered a decision declaring the constitutionality of the stay law of that State.

—The Detroit Board of Trade remonstrates against the readmission of American vessels sold abroad during the Rebellion.

—Trinity Church, in New Haven, Conn., is to have a new organ with two thousand three hundred and seventy-three pipes.

COAL.

COAL! COAL!!

BEST QUALITIES OF COAL

AT LOWEST MARKET RATES,

AT

ALTER'S

COAL YARD,

NINTH STREET,

BELOW GIRARD AVENUE.

BRANCH OFFICE CORNER OF SIXTH AND SPRING GARDEN STREETS. 21

JAMES O'BRIEN,

DEALER IN

LEHIGH AND SCHUYLKILL

COAL,

BY THE CARGO OR SINGLE TON.

Yard, Broad Street, below Fitzwater.

Has constantly on hand a competent supply of the above superior Coal, suitable for family use, to which he calls the attention of his friends and the public generally.

Orders left at No. 205 S. Fifth street, No. 32 S. Seventeenth street, or through Despatch or Post Office, promptly attended to

A SUPERIOR QUALITY OF BLACKSMITHS COAL. 7 8§

ROBERT P. BENDER,

COAL DEALER,

S. W. CORNER BROAD AND CALLOWHILL STREETS,

PHILADELPHIA.

None but the best WEST LEHIGH, all sizes, from the Greenwood Colliery, on hand, and for sale for CASH ONLY. [2 10 6m

Also, ENGINE, HEATER, AND FURNACE COAL.

FURNITURE.

BUY FURNITURE

AT

GOULD & CO.'S

UNION DEPOTS,

Nos. 37 and 39 N. SECOND Street,

(Opposite Christ Church),

And Corner of NINTH and MARKET

The largest, cheapest, and be f

FURNI URE

Of every description in the 2 10§

TO HOUSEKEEPERS.

I have a large stock of every variety of Furniture which I will sell at reduced prices, consisting of

PLAIN AND MARBLE TOP COTTAGE SUITS
WALNUT CHAMBER SUITS.
PARLOR SUITS IN VELVET PLUSH.
PARLOR SUITS IN HAIR CLOTH.
PARLOR SUITS IN REPS.
Sideboards, Extension Tables, Wardrobes Book-cases, Mattresses, Lounges, Etc. Etc.

P. P. GUSTINE,

1 15 3m* N. E. Cor. SECOND AND RACE STS.

HOWELL & BOURKE,

MANUFACTURERS OF

PAPER HANGINGS

AND

WINDOW SHADES,

N. E. CORNER OF FOURTH AND MARKET STREETS,

PHILADELPHIA. 2 15

MITCHELL & FLETCHER,

GROCERS

AND

TEA DEALERS,

No. 1204 CHESNUT ST.

Have just received

OLD GOVERNMENT JAVA COFFEE,
EXTRA ENGLISH BREAKFAST TEA,
SUPER MARYLAND HAMS,
FINE DRIED BEEF AND TONGUES. 5 15 6m

JOSEPH A. SEFFARLEN,

AGENT FOR

COTTON LAPS,

No. 240 NORTH THIRD STREET,

PHILADELPHIA. 2 1 1m§p

THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE THIRD, WILL BE CONTINUED AS HERETOFORE

STAMPS of EVERY DESCRIPTION CONSTANTLY ON HAND AND IN ANY AMOUNT. 11 13

THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE THIRD WILL BE CONTINUED AS HERETOFORE.

STAMPS of EVERY DESCRIPTION CONSTANTLY ON HAND, AND IN ANY AMOUNT 11

PROPOSALS.

ARMY SUPPIES.

OFFICE OF SUPERVISING COMMISSARY, MILITARY DIVISION OF THE TENNESSEE, NASHVILLE, TENN., February 21, 1866.

SEALED PROPOSALS,

which must be in duplicate, with a copy of this advertisement attached to each, will be received at this office until 12 o'clock M.,

THURSDAY, March 15, 1866,

for supplying FRESH BEEF, of good and marketable quality, in equal proportions of fore and hind quarter meat (necks, shanks, and kidney tallow to be excluded), for issue to the troops and others supplied by the Government with rations, at the following posts in the Military Division of Tennessee:—Atlanta and Macon, Ga., Nashville, Chattanooga, Tenn.; Huntsville, Ala., and at all posts drawing supplies from the above-named posts.

Contract to be in force six months, commencing on the 1st day of April, 1866, and ending the 30th day of September, 1866, or such less time as the Commissary-General of Subsistence may direct.

The necks of the cattle slaughtered for beef to be cut off at the fourth vertebral joint, and the breast trimmed down.

The shanks of fore quarters to be cut off from three to four inches above the knee joint, and of hind quarters from six to eight inches above the gambrel or hock joint.

Payment will be made monthly, or as early thereafter as funds may be received therefor, and in such funds as may be furnished by the United States.

Separate bids will be received for each of the above posts, or one bid may include them all.

No bids will be received from persons who come under the exceptions of the President's Amnesty Proclamation. Nor will bids in which such persons are interested, either directly or indirectly, be received, unless they can produce the pardon of the President.

Bids from all other persons under said Proclamation must be accompanied by the Amnesty Oath.

Proposals must be accompanied by a proper guarantee, signed by two responsible persons, stating that if a contract is awarded they will enter bonds for the faithful fulfilment of the contract.

The undersigned reserves the right to reject any and all bids offered.

Indorse envelopes "Proposals for Fresh Beef," and address the same to the undersigned.

M. F. SMALL,
Brevet Colonel and C. S.,
2 26 16t Nashville, Tenn.

GOVERNMENT SALE OF SURPLUS HARD BREAD.

SUBSISTENCE OFFICE, U. S. A., No. 8 S. GAY STREET, BALTIMORE, Md., February 27, 1866.

Sealed Proposals, in duplicate, will be received at this office until SATURDAY, March 17, 1866, for the purchase of surplus HARD BREAD on hand at this depot

Proposals must state that the offer is made under advertisement of this date.

The bread is in boxes of fifty (50) pounds each. No proposals received for less than twenty (20) boxes.

Purchases will be delivered on board of transports without expense to the purchaser.

Payment required in Government funds on notification of acceptance of bid. Twenty days allowed purchasers to remove stores.

Proposals to be endorsed on the envelope, "Proposals for Hard Bread," and addressed to

THOMAS WILSON,
Brevet Lt.-Col. and C. S. U. S. A.,
2 26 17t Brevet Brig.-Gen. Volunteers.

OFFICE OF CHIEF QUARTERMASTER, Military Division of the Gulf, New Orleans, La., December 2, 1865.

Sealed Proposals are invited and will be received at this office until 12 M., March 1, 1866, for the purchase of sixty-six (66) camels, the property of the United States, now at Camp Verde, near San Antonio, Texas.

Bids may be made for one or more of these animals.

Each envelope containing a bid should be sealed and addressed "Colonel C. G. Sawtelle, Chief Quartermaster, Military Division of the Gulf, New Orleans, La."

The Government reserves the right to reject any bids deemed too low.

Payment to be made in United States currency upon the acceptance of any proposal and prior to the delivery of the camels to the successful bidders, at San Antonio, Texas.

C. G. SAWTELLE,
Colonel and Chief Quartermaster, Military Division of the Gulf, Brevet Colonel United States Army.

GOVERNMENT SALES.

BUREAU OF ORDNANCE, NAVY DEPARTMENT, WASHINGTON CITY, January 18, 1866.

SALE OF SERVICEABLE AND UNSERVICEABLE NAVY POWDERS AT THE UNITED STATES NAVY YARD, NORFOLK, VIRGINIA.

There will be sold to the highest bidders, at Public Auction, at noon of the 15th day of March, 1866, in the office of the Inspector of Ordnance, at the Norfolk Navy Yard, *by sample*, five hundred and thirty-four thousand four hundred and three (534,403) pounds of NAVY POWDERS, as follows:—

502,360 pounds serviceable.
7,577 " condemned.
19,518 " damaged.
4,948 " compressed.

As only about two hundred and seventy-two thousand three hundred and fifty-five (272,355) pounds of these powders are in barrels, purchasers must provide barrels into which the remainder of the powders may be emptied from the tanks, for which a period of thirty (30) days will be allowed. The powder in barrels, however, must be removed within ten days from the day of sale, otherwise they will revert to the Government.

Terms—Cash, in Government funds; one-half the purchase money to be deposited at the completion of the sale, and the remainder before the powders are removed.

H. A. WISE,
2 26 15t Chief of Bureau.

GOVERNMENT HARNESS AND SADDLES.—

AN IMMENSE STOCK OF
SADDLES, BRIDLES,
COLLARS, REINS,
HALTERS and CHAINS,
SHELBY TENTS WAGON COVERS,
PORTABLE FORGES, ETC. ETC.

Much of this Harness is new all inspected work, and suited to all kinds of city, truck, or farm purposes. Wholesale or Retail.

GREAT BARGAINS.

PITKIN & CO.,
2 1 1m No. 339 N. FRONT Street

DYEING, SCOURING, ETC.

NEW YORK DYEING AND PRINTING ESTABLISHMENT, Staten Island, No. 40 N. EIGHTH Street.

This Company, so long and favorably known in New York for the past forty-six years, have opened an office as above. Ladies' and gentlemen's garments and wearing apparel of every kind Dyed and Cleaned in the most perfect manner. Stains and spots removed from garment without being ripped.

Merchants having goods of undesirable colors can have them redyed in superior style. 1 29 mw3m

G. W. PITCHER,

FRAME

MANUFACTURER,

AND DEALER IN

Photograph Albums,

BOOKS, BIBLES, PRAYERS,

Magazines, Novels, and all the New Publications.

CARD, MEDIUM, AND IMPERIAL

PHOTOGRAPHS.

Stereoscopes and Stereoscopic Views.

Pictures of all kinds Framed to order.

808 CHESTNUT ST. 808

THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE THIRD, WILL BE CONTINUED AS HERETOFORE.

STAMPS of EVERY DESCRIPTION CONSTANTLY ON HAND, AND IN ANY AMOUNT 11 13

GOVERNMENT SALES.

DANIEL H. BURDETT,

AUCTIONEER.

UNITED STATES GOVERNMENT VESSELS AT AUCTION.

BURDETT, JONES & CO.,

WILL SELL

ON THURSDAY, MARCH 1, 1866,

AT 12 O'CLOCK, NOON,

At the Brooklyn Navy Yard, Brooklyn,

By order of the Navy Department, the following-named vessels:—

STEAM TUG "MARIGOLD."

Length, 83 feet; breadth, 19 feet; depth, 8 feet 3 inches; one vertical engine; diameter of cylinder, 26 inches; stroke of piston, 26 inches; one flue and return tubular boiler.

STEAM TUG "LABURNUM."

Length, 100 feet; breadth, 21 feet 3 inches; depth, 9 feet; diameter of cylinder, 22 inches; stroke, 22 inches; one boiler, two furnaces, flue and return tubes.

TERMS—Twenty per cent. on the day of sale, the balance within six days, when the vessels must be removed from the yard.

2 22 6t C. H. BELL, Commandant.

SALE OF STEAM GRIST MILL AT THE CAVALRY DEPOT, GIESBORO, D. C., QUARTERMASTER GENERAL'S OFFICE, FIRST DIVISION, WASHINGTON, D. C., February 21, 1866.

By order of the Quartermaster-General, there will be sold on the premises, at public auction, under the direction of Captain George T. Browning, A. Q. M., on WEDNESDAY, April 4, 1866, at twelve o'clock M., the following described public property, to wit:—

ONE (1) STEAM GRINDING AND FEED MILL,

(frame, with massive granite foundations), 40 by 80 feet, with coal, hay, and engine houses attached, all constructed of the very best material, and in the most substantial manner.

Also, at the same time and place, the machinery and appliances of the mill, consisting of

ONE (1) ENGINE, OF 100-HORSE POWER, with cylinder of twenty-two (22) inches diameter and twenty-four (24) inches stroke, set upon a heavy cast iron bed-plate, with cold and hot water pumps and heater, and a cast iron fly-wheel, with driving-pulleys of the same material, ten (10) feet in diameter and twenty-four (24) inches face, with Judson's patent governor.

TWO (2) BOILERS, of SIXTY-HORSE POWER EACH,

made of the best boiler iron, five-sixteenths (5 16) of an inch in thickness, five (5) feet in diameter, and fourteen (14) feet five (5) inches in length; each boiler containing seventy-six (76) lap-welded flues, each three (3) and one-fourth (¼) inches in diameter, with all the requisite appendages.

TEN (10) PAIR OF REED'S PATENT BUCKINGHAM THIRTY (30) INCHES SPRING MILLS, constructed of solid French burr millstone, and set in heavy, well-balanced frames, with hay-cutters, elevators, and conveyors sufficient to cut and handle the hay, grain, and prepared feed on the most economical and labor-saving plan.

The shafting is of finished wrought iron, and the pulleys of cast-iron, faced and balanced, with hangers and boxes, sufficient to drive ten (10) pairs of burrs, etc. The main driving-belt is of four (4) ply rubber, and twenty-four (24) inches wide. The belts for driving the mills, etc., are of the best oak-tanned, patent stretched leather.

The Engine, Boilers, Machinery, and Fixtures of every description, are of the very best materials and workmanship, and are still in excellent condition and fine working order, the mill having been in operation only about fifteen months.

If deemed advisable by the agent of the Government on the day of sale, the buildings will be sold separately.

Terms—Cash, in Government funds.

Purchasers will be required to remove their property before the first (1st) day of May next, unless otherwise arranged with the owner of the grounds.

A boat for Giesboro will leave the Sixth street wharf every hour during the day of sale.

Any further information that may be desired will be given upon application, in person or by letter, to Captain GEORGE T. BROWNING, A. Q. M., Giesboro, or to this office.

JAMES A. EKIN,
Brevet Brigadier General,
2 26 31t In charge First Division Q. M. G. O.

SALE OF CONDEMNED QUARTERMASTER STORES AT ALEXANDRIA, VA.

CHIEF QUARTERMASTER'S OFFICE, DEPOT OF WASHINGTON, WASHINGTON, D. C., February 16, 1866.

Will be sold at public auction, at ALEXANDRIA, Va., under the direction of Brevet Lieutenant-Colonel J. G. C. Lee, A. Q. M., on TUESDAY, February 27, 1866, at 10 o'clock A. M., a large lot of condemned Quartermaster's Stores, consisting of:—

Drills,	Harness,
Adzes,	Saddles,
Augers,	Halters,
Vises,	Wagon Covers,
Bitts,	Buckets.
Broadaxes,	Drug and Paints,
Chisels,	Horse Medicines,
Hammers,	Hammer,
Grindstones,	B. S Bellows,
Saws,	Shovels,
Squares,	Hose,
Chests,	Hind Sail,
Knives,	Paulins,
Burring, Folding, Grooving, Turning, Wiring, and Tire-Bending Machines;	Soda Fountain, Barrels, Window and Door Frames,
Corn Mills,	Doors,
Burr Mill-stones,	Ladders,
Printing Press, with Type and Font,	Window Sash,
Hand Trucks,	Anchor,
Hay Cutters,	Sugar Mill,
Hay Press,	Brooms,
Corn Sheller,	Portable Forges,
Fanning Mills,	9 Ambulances,
Tents,	6 Spring Wagons,
Axes,	2 Medical Wagons,
Chairs,	1 One-horse Wagon,
Desks,	Rope,
Stoves,	Glass,
Ovens,	Iron,
Cots,	Copper,
Cauldrons,	Lead,
Ox Yokes,	Lead Pipe,
Chains,	Cylinder Brick, etc.

The stores must be removed by the purchaser within five days from the date of sale.

Terms—Cash, in Government funds.

D. H. RUCKER,
Brevet Major-Gen. and Chief Quartermaster,
2 17 8t Depot of Washington.

SALE OF MEDICINES BELONGING TO THE MEDICAL DEPARTMENT OF THE ARMY.

MEDICAL PURVEYOR'S OFFICE, WASHINGTON, D. C., February 9, 1866.

An auction sale of valuable Medicines no longer required by the Medical Department, U. S. Army, will be held in this city on THURSDAY, the 1st day of March next, and succeeding days, if necessary, at 10 o'clock A. M., at the Warehouses located on Judiciary Square, Fifth and E streets, back of the City Hall.

The Medicines are in the original packages, and the attention of the trade is invited to this sale, which will embrace the following principal articles, viz.:—

Ether, Sulphuric, 500 lbs.,	Dover's Powder, 250 lbs.,
Alcohol, 600 bottles,	Cod Liver Oil, 1000 bottles,
Compound Spirits of Ether, 500 lbs.,	Camphor Pills, 1000 doz.,
Simple Cerate, 1000 lbs.,	Compound Cathartic Pills, 3000 dozen,
Chloroform, 500 lbs.,	Opium Pills, 1000 dozen,
Fluid Extract of Buchu, 250 lbs.,	Iodine of Potassium, 200 lbs.,
Fluid Extract of Cinchona, 500 lbs.,	Rhubarb, 500 lbs.,
Fluid Extract of Ipecacuanha, 250 lbs.,	Powdered Rhubarb, 250 lbs.,
Fluid Extract of Rhubarb, 250 lbs.,	Syrup of Squills, 500 lbs.,
Mass Hydrarg, 250 lbs.,	Compound Spirits of Lavender, 500 lbs.,

Besides other articles.

Upwards of sixty articles of the *Materia Medica*, in lots similar to the above, will be offered for sale.

Catalogues containing a complete list, with full particulars, will be ready by the 17th inst.

Terms—Cash, in Government funds.

Five days will be allowed to purchasers in removing their property.

C. SUTHERLAND,
Surgeon U. S. A., Medical Purveyor.
C. W. BOTELER, Jr.,
2 9 17t Auctioneer.

AT QUEEN'S NEWS STAND, S. W. corner SEVENTH and CHESNUT Streets, ARE THE

DAILY AND WEEKLY PAPERS,

MAGAZINES,

PERIODICALS, Etc.,

May be obtained at current rates. 2 13

GOVERNMENT SALES.

SALE OF GOVERNMENT STEAMERS AND VESSEL EFFECTS.

DEPOT QUARTERMASTER'S OFFICE, BALTIMORE, Md., February 16, 1866.

Will be sold at Baltimore, Md., under direction of Captain A. M. Cummings, A. Q. M.,

ON THURSDAY, MARCH 1, 1866, AT 10 O'CLOCK A. M.,

at the Government wharf, south side of basin, the following named vessels and other effects belonging to the Government, viz:—

THE "ESCORT."

Side-wheel steamer of 449 tons, wooden hull, and bottom metalled; length on deck, 181 feet; breadth of beam, 26 feet; over all, 50 feet; draft, 5½ feet; has one low-pressure beam engine; diameter of cylinder, 40 inches; stroke of piston, 10 feet; capacity of cargo, 1500 barrels. She is in fine running order, and well found in all her outfits.

THE "MANHATTAN."

Side-wheel steamer of 316 tons, wooden hull; length upon deck, 120 feet; breadth of beam, 35 feet; over all, 55 feet; depth of hold, 10 feet; draft, 7 feet; has one low-pressure engine; diameter of cylinder, 24 inches; stroke of piston, 9 feet; capacity of cargo, 1000 barrels. She is in good order and well found in all her outfits.

THE "JOHN FARRON."

Side-wheel steamer of 314 tons, wooden hull; length upon deck, 150 feet; beam, 28 feet; over all, 42½ feet; depth of hold, 8 feet; draft, 5 feet; has one low-pressure beam engine; diameter of cylinder, 36 inches; stroke of piston, 8 feet, and is well found in anchors, chains, and general outfits.

THE "PECONIC."

Side wheel steamer of 413 tons, wooden hull, iron fastened and metalled in 1863; length on deck, 155 feet; breadth of beam, 26 feet; over all, 40 feet; depth of hold, 8 feet; draft, 4½ feet; has one low-pressure beam engine; diameter of cylinder, 34 inches; stroke of piston, 10 feet; capacity of cargo, 700 barrels; hull, engine, and boiler all in good condition, and well found in her outfits.

THE "HUGH JENKINS."

Side-wheel steamer of 396 tons, wooden hull, and bottom metalled; length on deck, 160 feet; breadth of beam, 27 feet; over all, 48 feet; depth of hold, 7½ feet; draft, 5½ feet; has one low-pressure beam engine; diameter of cylinder, 32 inches; stroke of piston, 10½ feet; capacity of cargo, 1200 barrels; machinery in good condition and vessel well found in all her outfits.

THE "STAR."

Side-wheel steamer of 287 42-95 tons; wooden hull; length on deck, 160 feet; breadth of beam, 28½ feet; over all, 56 feet; depth of hold, 7 feet; draft, 5½ feet; has one low-pressure beam engine; diameter of cylinder, 26 inches; stroke of piston, 8 feet; capacity of cargo, 1000 barrels; vessel in good repair and well found in all her outfits.

THE "BALLOON."

Side-wheel steamer of 204 tons; wooden hull; length on deck, 160 feet; breadth of beam, 16 feet; over all, 37 feet; depth of hold, 6½ feet; draft, 4½ feet; has one low-pressure beam engine; diameter of cylinder, 29 inches; stroke of piston, 11 feet.

She has recently been put in most thorough repair, and is well furnished and fitted up as a staff-boat; having abundant encomiums in all departments on board for immediate use.

THE "IOLAS."

Side-wheel steamer of 164 7-95 tons, wooden hull; length on deck, 120 feet; breadth of beam, 21 feet; over all, 38 feet; depth of hold, 5 feet; draft, 4 feet; has one square low pressure engine; diameter of cylinder, 24 inches; stroke of piston, 6 feet; capacity of cargo, 400 barrels. Well found in anchors, chains, tools, etc. etc.

THE "JAMES JEROME."

Screw steamer of 162 93-95 tons, wooden hull; length on deck, 105 feet; breadth of beam, 22½ feet; depth of hold, 9 feet; draft, 4½ feet; has one high-pressure engine; diameter of cylinder, 22 inches; stroke of piston, 22 inches; capacity of cargo, 1000 barrels. Vessel in good running order, and well found in all her outfits.

THE "CECIL."

Side-wheel steamer of 130 tons, wooden hull, and bottom metalled; length on deck, 125 feet; breadth of beam, 18 feet; over all, 32 feet; depth of hold, 6 feet; draft, 5 feet; has one low-pressure beam engine; diameter of cylinder, 20 inches; stroke of piston, 6 feet; capacity of cargo, 275 barrels. Vessel in good order, and well found in all her outfits.

THE "L. G. CANNON."

Screw steamer of 200 tons, iron hull, built in 1862; draft, 5 feet; has one high-pressure engine; diameter of cylinder, 22 inches; stroke of piston, 2 feet. Vessel in good repair, and well found in all her outfits.

THE "IRONSIDES."

Screw steamer of 192 tons; iron hull, sheathed with wood; length on deck, 125 feet; breadth of beam, 23½ feet; depth of hold, 6½ feet; draft, 4½ feet; has one high-pressure engine; diameter of cylinder, 24 inches; stroke of piston, 2 feet; capacity of cargo, 1800 barrels. She has a new boiler and engine, rebuilt in 1862, well found in all her outfits.

THE "FANNY GARNER."

Screw steamer of 190 tons, wooden hull; length on deck, 150 feet; breadth of beam, 25 feet; depth of hold, 7 feet; draft, 7½ feet; has one high-pressure engine; diameter of cylinder, 24 inches; stroke of piston, 2 feet; capacity of cargo, 1500 barrels. She is in good running order, and well found in all her outfits.

THE TUG "TIGRESS."

Screw tug-boat of 70 tons, wooden hull; length on deck, 63 feet; breadth of beam 16 feet; draft, 9 feet; has one high-pressure engine; diameter of cylinder, 20 inches; stroke of piston, 20 inches; hull, engine, and boiler in good order, and vessel well found in all her outfits.

THE TUG "RATE."

Screw tug-boat of 85 tons; length on deck, 60 feet; breadth of beam, 10 feet; depth of hold, 6½ feet; draft, 7 feet; has one high-pressure engine; diameter of cylinder, 16½ inches; stroke of piston, 18 inches; engine and boiler in good order, and vessel well founded in all her outfits.

MISCELLANEOUS.

ONE IRON RUDDER,

Made of 2½ inch round iron, 11 feet 3 inches long; plated with 3-16 inch iron on the back; made of the best material, and in the most thorough manner.

This Rudder was made for steamer "L. G. Cannon," but not found necessary for her use.

ONE SUPERIOR TUBULAR BOILER,

Taken from the steamer "C. R. Spaulding," and now lying at Poole and Hunt's yard, foot of Thames Street, 16 feet 2 inches in length, 16 feet 6 inches in width, and weighing 78,400 pounds.

This Boiler is in complete order, and ready for immediate use, having been repaired at a cost of $7000, with the view of putting it in the steamer "Ben Deford," and not used, as the "Deford" was sold by the Government before its completion.

Also, from the Government storehouse, south side of the basin:—

Superior Chronometers,	Engineers' Tools,
Marine Glasses,	Ship Stores,
Metallic Life-boats,	Ship Furniture,
Manilla Ropes,	Etc., Etc., Etc.,

Too numerous to mention in detail, some of which are entirely new, and all in serviceable condition, being surplus stock reserved for offering at final sale of vessels at this Depot.

The above named vessels and their effects are only sold for want of further use by the Government.

Terms—Cash in Government funds on day of sale.

G. W. BRADLEY,
2 19 9t Colonel, Chief Quartermaster, Middle Military Department.

IMMEDIATELY AFTER THE ABOVE SALE OF STEAMERS, WE WILL SELL STEAM FERRY BOAT "BALTIMORE," STEAM PROPELLER "THOMAS SWANN," STEAM PROPELLER "CONGRESS," as follows:—

The Steam Ferry Boat "BALTIMORE," side-wheel double-end ferry boat, of 434 tons. Length on deck, over all, 133 feet 4 inches; beam, 32 feet; over all, 51 feet; depth of hold, 9 feet 11 inches; has one low-pressure beam engine, diameter of cylinder 32 inches; stroke of piston, 9 feet; draught, 8 feet; hull in perfect order, iron fastened, and metalled in 1863; well found in chains, anchors, masts, boats, and life-preservers; engine and boiler also in perfect order, and now ready for service; with everything on board that the law requires, having been inspected by a Government inspector during the last month.

The steam propeller "THOMAS SWANN," of 365 tons, wooden hull, iron fastened and metalled; length on deck, 120 feet 6 inches; beam, 27 feet 7 inches; depth of lower hold, 7 feet 5 inches; between decks, 7 feet 11 inches; draft, 8 feet 4 inches; has one direct acting low pressure engine; diameter of cylinder, 26 inches; stroke of piston 30 inches. Boiler, machinery, and hull all in perfect order, and well found in anchors, chains, tools, boats, life-preservers, etc., and everything the law requires, with bedding, furniture, and crockery, and cooking utensils for twenty-four persons; now ready for sea, having been fitted up and inspected by a Government inspector during the last two months. Capacity for carrying 2500 round barrels.

The Steam Propeller "CONGRESS," of 472 tons, wooden hull, iron fastened; length on deck, 130 feet; beam, 25 feet 5 inches; depth of lower hold, 11 feet; between decks, 7 feet 3 inches; draught, 9 feet 6 inches. Built in 1863; has three masts, with fore and aft sails, in good order. Hull, engine, and boiler in perfect order, and well supplied with anchors, chains, tools, boats, and life-preservers. Capacity for freight, 4000 barrels, having been fitted up the last two months, with full complement of bedding, furniture, crockery, utensils for 24 persons. Now ready for sea, and inspected by a Government inspector in the last two months.

ADREON & CO.,
2 21 7t Auctioneers.

GOVERNMENT SALES.

LARGE GOVERNMENT SALE OF OCEAN AND RIVER STEAMERS, TUGS, SCHOONERS, FERRY-BOATS, ETC.

OFFICE CHIEF QUARTERMASTER, MILITARY DIVISION OF THE GULF, NEW ORLEANS, La., February 7, 1866.

The following-named vessels belonging to the Quartermaster's Department, United States Army, will be sold at Public Auction, to the highest bidder, on the 28th day of February, 1866, at the office of the Chief Quartermaster, Lafayette square, No. 115 Camp street:—

Steamship "Crescent," registered 1219 tons, iron vessel.
Steamship "St. Mary," registered 1218 tons, iron vessel.
Steamship "Clinton," registered 1230 tons, iron vessel.
Steamship "Alabama," registered 630 tons.
Steamship "George Peabody," registered 1018 tons.
Steamship "Convoy," registered 425 tons.
Steamship "Planter," registered 300 tons.
Propeller "Corinthian," registered 396 tons.
Propeller "Stanton," registered 260 tons.
Propeller "Foote," registered 470 tons.
Propeller "Exact," registered 265 tons.
Propeller "Porter," registered 483 tons.
Propeller "Huzzar," registered 450 tons.
Propeller "Alliance," registered 398 tons, iron vessel.
Side-wheel towboat "St. Charles" registered 558 tons.
Side-wheel steamer "J. W. Hancock," registered 630 tons.
Side-wheel steamer "Diana," registered 700 tons.
Side-wheel steamer "Col. Malcomb," registered 220 tons.
Side-wheel steamer "Mustang," registered 178 tons.
Stern-wheel steamer "Altamont," registered 232 tons.
Stern-wheel steamer "Emma," registered 189 tons.
Stern-wheel steamer "Colonel Benedict," registered 181 tons.
Wheel in recess steamer "Tamaulipas," registered 324 tons, iron vessel.
Wheel in recess steamer "Matamoras," registered 324 tons, iron vessel.
Centre-wheel steamer "Colonel Colburn," registered 125 tons, large railroad ferry-boat.
Centre-wheel steamer "General Ransom," registered 104 tons, large railroad ferry-boat.
Centre-wheel steamer "Keppor," registered 70 tons, large railroad ferry-boat.
Tug "Ferry," registered 155 tons.
Tug "Jennie," registered 14 tons.
Tug "Cleveland," registered 37 tons.
Tug "Belle Darlington," registered 95 tons.
Schooner "Electric," registered 147 tons.
Schooner "H. D. Adams," registered 112 tons.
Schooner "Scout," registered 126 tons.
Schooner "Union," registered 98 tons.
Schooner "Winona," registered 117 tons.
Schooner "Annette," registered 185 tons.
Schooner "Highlander," registered 340 tons.
Model barge "Colonel Mulligan," registered 126 tons.
Three (3) lighters.
One (1) flatboat.
Ten (10) small boats.
Three (3) barges.
Nine (9) yawls.

A full description of these vessels can be had on application at the office of Brevet Lieutenant-Colonel E. S. ALLEN, Assistant Quartermaster, Tchoupitoulas street, New Orleans, and most of them can be seen at this port or vicinity.

Terms—Cash in United States currency, or audited transportation vouchers; fifteen (15) per cent. of the purchase money to be paid on bidding off each boat, and the balance to be paid within eight (8) days thereafter.

By order of the Quartermaster-General.

C. G. SAWTELLE,
Colonel and Chief Quartermaster,
2 12 14t Military Division of the Gulf.

SALE OF SUBSISTENCE STORES AND COMMISSARY PROPERTY.

OFFICE DEPOT COMMISSARY OF SUBSISTENCE, No 401 N. SIXTEENTH STREET, PHILADELPHIA, Pa., February 20, 1866.

Will be sold at Public Auction, for account of the United States, at the Government Storehouse, No. 401 N. SIXTEENTH Street, on WEDNESDAY, the 28th day of February, 1866, at 10 o'clock A. M., the following condemned Subsistence Stores and Commissary Property:—

STORES.

1345 lbs. Bacon Shoulders, 4899 lbs. Beans, 8589 lbs. Hard Bread, 360 lbs. Hams

PROPERTY.

Commissary Chests,	Punches,
Spring Balances,	Adzes,
Liquid Measures,	Gimlets,
Dry Measures,

[Continued from the First Page.]

act, for a company whose name was studiously kept out of view. This is a sort of Canadian reciprocity, all the benefits on one side.

But it this view be correct, still the Pennsylvania Charter of the Atlantic and Great Western Company remains, and we have it before us.

The Little Schuylkill Railroad Company was incorporated by an act of 31st March, 1831 (P. Laws, p. 159). In 1849 its name was changed to the Catawissa, Williamsport, and Erie Railroad Company. By an act of 21st March, 1860 (P. Laws, p. 234), and a judicial sale of the said railroad, the whole became vested in a new company called the Catawissa Railroad Company, which Company, by an act of 10th April, 1861, was permitted to mor'gage its road for $250,000 (P. Laws, 1862, p. 397).

On the 31st of October, 1860, the Sunbury and Erie Railroad Company entered into an agreement with the Catawissa Railroad Company, whose road extended from Tamaqua to Milton, the object of which was that the Sunbury and Erie should furnish sufficient motive power to haul over their own road between Milton and Williamsport all the passenger, express, and baggage cars of the Catawissa road to and from Williamsport, upon certain terms and conditions there mentioned, and this agreement was to continue in force for twenty years. This agreement passed to the Philadelphia and Erie, and the Pennsylvania Railroad Company, under their contract and lease.

In this state of affairs, on the 1st November, 1865, the Catawissa Railroad Company of the first part made a contract and lease with the Western Central Railroad Company of Pennsylvania and the Atlantic and Great Western Railway Company of the States of Ohio, New York, and Pennsylvania of the second part, by which the party of the first part leased to the party of the second part their road and property for the term of 999 years.

The legality therefore of this contract and lease depends upon the construction of the three Acts of Assembly referred to in the commencement of this opinion. The first is "An act in reference to running of locomotive engines and cars on connecting railroads," of the 13th of March, 1847 (P. Laws, 337), which enacts that in all cases where two railroads in this Commonwealth are or shall be connected, it shall be lawful for the company owning either of the said railroads (with the consent of the company owning the other of the said railroads, to run its cars and locomotive engines upon said other railroad, and to erect water stations and other buildings for the due accommodation of the cars and engines employed thereon. Provided, that nothing herein contained shall be construed or interpreted to release or exonerate any company owning a railroad from the obligation and duty which may be imposed by existing laws of transporting, subject to the rules and regulations of said companies, by locomotive steam engines, the cars, whether loaded or empty, of all persons and companies who may require such transportation, over and along so much and such parts of their railroad as locomotive steam engines shall be run upon, whether they be run by the company owning the road, or by any other company.

This act clearly contemplates mechanical connection, for the roads then were all four feet eight and a half inch narrow gauge roads, which fitted into each other, so as to form practically but one road. That this was the true meaning is shown by the eighth section of a supplement to the act incorporating the Sunbury and Erie, passed 27th March 1852 (P. Laws, 188) (Act 27th March, 1852), which provides "That the said Company may run their cars and locomotives upon the said road and its branches, and over any other railroad which at any time may connect, either directly or by means of other railroads, therewith in such manner as may form complete railroad connections between the cities of Philadelphia and Erie," clearly intending an actual mechanical connection, and not a mere business connection.

The act of March 29, 1859 (P. L., 290), is a supplement to an act in reference to running of locomotives and cars on connecting railroads, approved March 13, 1847, and it enacts that that act shall be so construed as to authorize companies owning any connecting railroads in the State of Pennsylvania to enter into any leases and contracts with each other in respect to the use, management, and working of their several railroads. Provided that the company so contracting for or leasing any such railroad may have the right to fix the tolls thereon, but not at a higher rate than is authorized by the charter of either of the said railroad companies.

This also undoubtedly means mechanical connection, for it merely enlarges the powers of the roads included within the terms of the original act. But there might be an intervening road connected mechanically with both roads, and the roads at either end could not contract with each other because not connecting directly, and this occasioned the last act of 23d April, 1861 (act of 23d April, 1861), entitled "an act relating to certain corporations" (P. Laws, p. 410), to provide for this case, and to extend the powers of such connecting roads.

It enacts "that it shall and may be lawful for any Railroad Company created by and existing under the laws of this Commonwealth from time to time to purchase and hold the stock and bonds, or either, of any railroad company or companies, chartered by, or of which the road or roads is or are authorized to extend into this Commonwealth—and it shall be lawful for any railroad companies to enter into contracts for the use or lease of any other railroads upon such terms as may be agreed upon with the company or companies owning the same, and to run use, and operate such roads in accordance with such contract or lease; provided that the roads of the companies so contracting or leasing shall be directly or by means of intervening railroads, connected with each other.

The word "connected" has in this law the same meaning as in the two preceding laws. If you leave out the interposed words, and read it "directly connected with each other," this is beyond doubt, and the interposed words must receive the same construction. The effect is, that if there is an intervening railroad, it and the other roads at either end must all be mechanically connected, which can only be when the gauge of all the roads is the same, so that the same cars and locomotives may be run over all of them without change, obstruction, or delay.

In considering the evils of a break of gauge, we not only have the positive evidence of our senses, but the opinion of a very able gentleman a former President of one of the defendants' "The immense and decided superiority," said he "of the Sunbury and Erie route over the others, in consequence of its freedom from the necessity of frequent transhipments, will not be sufficiently appreciated by those not familiar with railroad traffic and a change of one, ton of merchandise from one car to another is about equal to the cost of transporting it fifty miles;" what would be its practical effects upon a ton of coal?

The act of Congress of the 3d of March, 1863, to establish the gauge of the Pacific Railroad and its branches, has enacted, "That the gauge of the Pacific Railroad and its branches throughout their whole extent, from the Pacific coast to the Missouri, shall be and hereby is established at four feet eight and one-half inches," a most wise and prudent measure, which should be followed by the States and the general Government in sanctioning any future railroads, and the exceptional guage of four feet ten inches, should be reduced to the standard guage of the country. The advantage of a uniform gauge such as that of the Pacific Railroad, over the whole of the United State', would be incalculable both in peace and war, as the same locomotives and cars could be used on every road in the Union.

I cannot understand how a six feet guage road running through our State, and crossing a narrow guage road, with which it mechanically cannot connect, can be called a connecting road. I am therefore of opinion that the Atlantic and Great Western Railroad Company, and the Catawissa Railroad Company are not "directly, or by means of intervening railroads connected with each other," and, of course, that their agreement, of the 1st of November, 1865, is entirely null and void.

But supposing this to be the case, it is said that the complainants are not entitled to take advantage of its invalidity, because they have no such interest as enables them to apply to a Court of Equity for the exercise of its equitable powers.

In Andrew Scott's bill against the defendants, it was sworn on their part, that he was not a stockholder in the consolidated company, but he exhibited a certificate of stock showing he was a holder of twelve shares in the Atlantic and Great Western Railroad Company, the Pennsylvania corporation, and the only one I can recognize. It was then the ordinary case of a shareholder in a company asking the interposition of a Court of Equity, to restrain the commission of acts which were *ultra vires*. I thought this was settled in the case of Sanford vs. Railroad Company, 12 Harris, 378, where the plaintiff was the holder of only ten shares, and was the member of a rival Express Company, and had purchased the stock for the purpose of filing the bill. It was held there that the contract made by the Railroad Company was against law and void, and it was ordered to be cancelled, and delivered up. In the case of Gratz vs. Pennsylvania Railroad and Philadelphia and Erie Railroad Companies (5 Wright, 442), the suit was by a single shareholder, brought to restrain acts alleged to be *ultra vires*.

As several cases in England have been cited by the defendants, and the question has been argued at length, I shall consider them briefly, to see whether we have been in error in Pennsylvania. In Sparks vs. Southwestern Railway Company, 1 Small & Gifford, 142, Vice-Chancellor Stuart, on the 14th of January, 1853, held that the plaintiffs having been aware of the intention to construct the line, and not having applied with diligence, the court would not grant the injunction; and at page 166 he says:—"No doubt it has been held in several cases that the mere fact that the plaintiffs are shareholders in a rival company is no reason for the court in a proper case refusing its aid to prevent the violation of contracts.

"But where the fact is established that under the pretense of serving the interests of one Company, the shareholders in a rival company by purchasing shares for the purposes of litigation can make this Court the instrument of defeating or injuring the Company into which they so intrude themselves in order to raise questions and disputes on matters as to which the other members of the company may be agreed, I cannot consider that in such a case it is the province of the Court *ordinarily* to interfere." This is not the case before us, taking the language in its strongest sense.

In Rogers vs. Oxford, etc., Railway Company, 2 De Gex and Jones, 662, the bill was filed by a clerk of a rival company, who had made him a shareholder with a view solely to their own interests, and the case was heard and decided on the merits against him, the act complained of not being *ultra vires*. Lord Justice Knight Bruce said:—"But if on the legal point there is room for doubt, the circumstances do not in my judgment render it imperative on the Court to act against the Company."

In Forrest vs. Manchester, Sheffield and Lincolnshire Railway Company, 30 Bevan 40 (30th May, 1861), where the plaintiff, who held £82 of stock of the Railway Company, had an interest amounting to £360 in a Packet Company, whose profits were interfered with by the excursion traffic of the defendant, he was also a Director of the Packet Company, and the Directors *directed the institution of the suit*, and indemnified him against the costs. The Master of the Rolls decided the case on the merits against the plaintiff.

Upon appeal Lord Chancellor Woodbury on the 13th of July, 1861, affirmed the decree of the Master of the Rolls (2 Jurist, N. S., 887) not upon the ground taken below, but entirely upon that of personal exception to the character of the plaintiff as being the mere puppet of the Packet Company, who had directed the institution of the suit.

In Hare vs. London and Northwestern Railway Company (2 Johnson & Hemming, 80), Vice Chancellor Wood, on the 11th of June, 1861, held the agreement complained of was not *ultra vires*, and it was queried whether the plaintiff as a shareholder in one company had, with full knowledge, received profits under an agreement between that company and others, can afterwards, on purchasing shares in one of the other companies parties to the agreement, sustain a bill on behalf of all shareholders in such company impeaching the agreement as *ultra vires*, more especially if it appears that he is really suing in collusion with one of the companies parties to the agreement.

I have stated these cases in detail to show that the case before the court has no features in common with them.

In the leading cases of Coleman vs. The Eastern Counties Railway Company, 10 Bevan; Lord Langdale, on the 17th November, 1846, where a plaintiff filed a bill in behalf of himself and other stockholders in a railway Company, to restrain the Directors committing a breach of trust, and it appeared that he was suing at the institution of another rival company, held that this circumstance was not of itself sufficient to prevent him from obtaining a special injuction on the merits of the case.

In Bagshaw vs. Eastern Union Railway Company (6 Railway and Canal cases, 152) Vice-Chancellor Wigram and Lord Cheltenham held that the holder of two scrip certificates might maintain a bill against the Company.

L. Simpson vs. Westminster Palace Company and Sir C. Wood (House of Lords cases, 212), the bill was by one individual, the holder of fifty shares; and in Government Attor-General vs. the Great Northern Railway Company (2 Law Times Reports, 683), Vice-Chancellor Kindersley, said, p. 656, "A single shareholder, even if 599 out of 600 shareholders agreed to carry on a different business in addition to the railway business, and it was clearly for the benefit of the company, and it it was clear that they had made enormous profits from doing it, and were continuing to derive those profits, a single shareholder has a right to say 'That is not our contract among ourselves, you shall not do it,' and he may come and get an injunction. I may here observe with reference to some of the observations made by Mr. Stevens, that it is perfectly immaterial what is the motive of the party in coming.

"In the case of the Eastern counties, at the Rolls, where the company were engaged in establishing packets to trade from Barwich to the Continent, I think a single individual, or one or two individuals came, and it was proved to demonstration that they were persons who had actually bought their shares in the railway company for the purpose of preventing this, because they belonged to some rival steam packet company. But the motive has nothing to do with the matter; it is against law, it is against the contract between the shareholders, and it is against the contract which is made between the public and the company, when the company is incorporated for the purpose of carrying on their business as railway carriers. It is therefore illegal, and in effect, though not in terms, prohibited by the law to a railway company."

The whole of this opinion is most instructive as to the absolute necessity of the public good, that these powerful railway corporations should be kept strictly within the limits of their charters. Everything beyond these limits is prohibited, the very doctrine established by our own Court.

In Hattersley vs. The Earl of Shelburne (31 Law J., ch. 873), which was a suit by a single shareholder, a railroad company had entered into an agreement to lease their line to another company, and the agreement contained provisions which were legal, and others which were *ultra vires*, but an application was to be made to Parliament for power to carry out such provisions as should be *ultra vires*. It was held in that case by the same learned Judge (30 July, 1862), that as the agreement provided for a number of things to be done, which were all for the purpose of accomplishing a certain object which was *ultra vires*, the parties had no right by virtue of that agreement, until they had obtained the authority of Parliament, to do even those acts which, independently of the agreement, they did not require the authority of Parliament to do. "But I apprehend," said the Vice Chancellor, p. 878, "it is perfectly clear, that if there was in this agreement no provision for an application to Parliament, so far as the assistance of Parliament is required, such an agreement as this would be entirely *ultra vires*, and illegal, and I think that according to the principle of Beman vs. Rufford, followed as it has been in other cases, this court will not allow any of the acts which are agreed to be done by that illegal agreement, merely because independently of the agreement some of these acts might be done. I think that principle is established, and it is a principle which commends itself to one's sense of right and justice, that although a Company may do a certain act independently—that company is not to agree to do that act as part of a series and collection of acts to be done for the purpose of working out an illegal agreement.

It was objected to the plaintiff that he was not a *bona fide* plaintiff, but intended simply to subserve another company, but although the Vice-Chancellor said he could conceive Mr. Hattersley may desire to favor the interests of another company, yet he considered him entitled to maintain the suit. He was in fact a discarded contractor who had quarrelled with the company he sought to enjoin.

In Mansell vs. The Midland Great Western (Ireland) Railway Company (82 Law J. Ch. 513), Vice-Chancellor Wood (3d June, 1863), on a bill filed by shareholders, granted them relief against the acts of their directors which were *ultra vires*; and in White vs. Caermarthen and Cardigan Railway Company (33 Law J. Ch. 93), the same Judge held (November 16, 1864) that a shareholder suing a company and the directors for a breach of trust must sue on behalf of himself and the other shareholders. The reason assigned by him is that "it would be a most improper arrangement to allow a bill to be filed by one person with an intent that 300 or 400 shall be summoned in chambers by notice of the decree being given, when the forms of the court plainly allow a bill to be filed by him on behalf of himself and all other shareholders. If the plaintiff is right in saying that it is *ultra vires*, it does not signify whether all the other persons wish it done or not, because where it can be assumed to be for the benefit of everybody, the party may sue on behalf of himself and all others, except the persons he charges with misconduct."

The result of this examination of the authorities clearly shows that Andrew Scott had a clear right to institute this suit in order that the company in which he is a stockholder may be restrained from acts which are illegal and *ultra vires*.

The next question is, have the Philadelphia and Erie Railroad Company, and of course their lessees, the Pennsylvania Railroad Company, such an interest in the subject-matter of the controversy as entitles them to the interposition of a Court of Equity in relation to the contract of the 1st November, 1865, and the parties to it, the defendants in these proceedings? The Catawissa road is a connecting road with the Philadelphia and Erie, and under the acts of 13th March, 1847, and 29th March, 1859, they are intimately connected by the contract of 31st October, 1860, for a period of twenty years.

This contract embraces the running of the locomotives and cars of the Catawissa upon the other road, and the use, management, and working of these several roads, and was necessary for the successful management by the Catawissa of their through line between Williamsport and Philadelphia. The contract of the 1st of November last transferred all the right, property, and franchises of the Catawissa to the Western Central and the Atlantic and Great Western, and left nothing to the Catawissa but the shell of a corporation. This contract is founded upon the hypothesis that the Catawissa and the Atlantic and Great Western are connected with each other by means of the Philadelphia and Erie as an intervening railroad—a question in which that Company have a very deep interest.

As it is clear that the contract of the 1st November last, is illegal and void, and *ultra vires* of all the parties to it, can it be said that the intervening road which has so important a contract with the Catawissa, has not a direct and positive interest in preventing illegal acts by illegal assignees in relation to this contract and the working of its road which can only be effected by the restraining power of a Court of Equity? I cannot doubt that this is such an interest as a Court of Equity will protect, particularly where the intervening road is not to be used according to the intention of the Legislature, but a new and hostile road is to be constructed to connect with the leased road.

The Atlantic and Great Western has no authority to contract to build the railroad specified in the contract, nor has the Western Central, for by the Reading contract it was thought necessary to add another company to complete the route, and it is perfectly certain that the Catawissa had no authority to enter into such a contract which on all hands was *ultra vires*.

Herapath's *Railway Journal*, May, 1865, page 383), says: "A gentleman who takes a very active part in railway affairs said sometime ago, at one of the railway meetings, that the 'gauge' was the Great Western's master evil. It is, however, an evil that will be mastered. The great evil of it, or rather of the adoption of two different gauges in the country, was the expensive battle of the gauges which was fought some years ago, and the interruption of traffic a break of gauge naturally causes. It it is desirable to change the broad into the narrow gauges all over the Great Western system it can be done gradually at no cost or waste, or very little—a broad can be easily turned into a narrow guage by the addition of a single rail inside, forming the mixed guage broad and narrow. But a mixed guage is rather more expensive in maintenance than a purely narrow guage. For mineral and suburban traffic, and for railway extension, the narrow is decidedly preferable to the broad guage. In our opinion it is a pity the broad guage was ever introduced into South Wales, and we think the narrow should be as rapidly substituted for the broad there as can be conveniently done.' * * * "The Great Western is now as much a narrow as a broad gauge railway—up to the end of last January it had more goods engines on the narrow than on the broad gauge, but less passenger engines of the broad gauge. Of goods and passenger engines the Company then owned 360 broad and 337 narrow gauge engines, but new engines are, we believe, being constructed on the narrow guage. The number of carriages and wagons the Company had at the end of January last was 6797 broad guage, and 10,043 narrow; so that here already the narrow guage vehicles outnumber the broad. In the year from January, 1864, to January, 1865, the Company increased their broad guage engines by 11, and their narrow by 36; their broad carriages and wagons by 11, and their narrow by 824."

"By gradually reducing the area of the broad gauge working, and confining it to those districts where the passenger is the principal traffic (and passengers seem to rather prefer the broad gauge travelling to the narrow gauge), the change may be effected without the waste of carriage, a truck or a rail for the purposes of maintenance, you must constantly make new carriages, engines, and rails, and the renewals may be made of the narrow instead of the broad gauge. Thus the Great Western may be gradually changed as far as it needed (or even entirely) from a broad to a narrow gauge without waste or loss, and even with gain in the working expenses compared with the present rate, for there is no question that a heavy minerals and goods traffic can be more economically conducted by means of a narrow guage line and stock than a broad.

There is no question that freighters prefer the narrow to the broad guage, especially where they have to supply their own trucks, and have dealings with distant parts of the country, reached only by the narrow guage."

Where acts have been done by corporations so entirely illegal and in such utter violation of the well-established policy of the State, I think it is the duty of this Court to exert the power entrusted to it, at the suit of any one having such an interest, however small, as entitles him to equitable relief. It is the interest of the public that these unauthorized stretches of power of great corporate bodies, who are sometimes controlled by a board three thousand miles distant, should be restrained by the arm of the law.

The true object of the Atlantic and Great Western, viz., "a great through route to New York city," is openly avowed in the Catawissa contract. If it had been a scheme for Philadelphia it would have connected at Lewisburg with the Philadelphia and Erie, and by it have reached the metropolis of the State.

The contract with the Philadelphia and Reading falls with the contract with the Catawissa, and this has two singular features in it—one the contract to build roads and bridges, for which they have no authority by law, and the other to make subscriptions for objects not contemplated by the Pennsylvania charters of either of the two contracting railroads. The real object in this agreement is the same as in the Catawissa. But the whole contract is *ultra vires*.

I see nothing in the various points and objections of the learned counsel of the defendants to alter the views I have already expressed. I do not regard it as enforcing a forfeiture; it is simply declaring an act contrary to law and restraining it and thus saving the parties from any forfeiture. As I do not intend to touch the contract of 31st of October, 1860, nor to express any opinion upon the points presented by the plaintiffs in their second prayer for relief, I do not see how the provision permitting a reference as to disputes under the contract can interfere with the present proceeding.

On the 10th February instant, the Chief Justice delivered an opinion in the Lehigh Valley Railroad Company vs. the Lehigh Coal and Navigation Company, in which he says:—"The bill and affidavits profess the corporate purpose to reach the Wyoming coal field, and their charter requires them to connect with the Lehigh and Susquehanna Railroad, and by a connection I understand such a union of the two roads at some point as to enable cars to pass from one road to the other for business purposes. Such a connection must be made with the Lehigh and Susquehanna Road, and must be formed by the plaintiffs, before they finish their work, but I make no account of the fact that they have not yet selected the point of connection, nor disclosed it in the bill and affidavits." (In the word "cars" the Chief Justice includes locomotives.) This strengthens me as to the correctness of my opinion, for both of us have arrived at the same conclusion without consultation with each other. In the Passenger Railway acts the word connection is used in its mechanical sense.

Mr. Smith, the President of the Reading Railroad says, in his affidavit, "Car trucks constructed for a track of four feet eight and a half inches guage, can run upon a track of four feet ten inch guage, provided the wheels are made with a broad tread. But it is impossible for cars specially constructed for a track of four feet ten inch guage to run upon a track of four feet eight and a half inch guage." In none of the affidavits is it alleged that the locomotive of one road can run on the other of either of these guages. This clearly establishes the entire and complete uniformity contemplated by our acts of Assembly, for the locomotives and cars are to run over the connecting roads.

When General Grant took Petersburg, and pushed on after General Lee, he ordered his supplies to follow him by rail. The road from City Point to Petersburg was the regular narrow gauge of 56½ inches, but it was found the road from Petersburg to Burksville was a five-foot guage, and the construction corps at once altered it to the regular narrow guage; but this caused a temporary but serious stoppage of supplies. (See appendix B.)

Upon looking back to 1863, I find the exceptional guage of 5 feet 6 inches (the Canadian guage) advocated on the same grounds that Mr. Brunel selected the broad guage for the Great Western by the friends of the Portland and Montreal roads.

"In addition to all this there are some hundreds of miles of connecting roads on the same guage in Canada, that are for all practical purposes just as valuable to our road as if they were embraced in the same Company. Looking beyond the western limits of Canada the same line is to extend to Lake Michigan at Grand Haven, 1000 miles from Portland west, while at the east a branch will extend to Quebec and Trois Pistoles, the gauge of our road receiving it from being tapped on the south, so that passengers and freight seeking the Atlantic seaboard or Europe, will naturally continue on the line from its Western terminus to Portland."

"A system of railroads occupying an independent position by the difference of gauge from all the narrow gauge railways south of it."

Uniformity of gauge proposes the same advantages as the interchangeable Springfield musket, each part of which will fit any musket manufactured for years back—with one uniform gauge the same locomotive and car could be run upon every road in our country.

I have had the assistance of very able arguments on both sides, which have covered a great deal of ground, and must form an apology for the length of this opinion; all the counsel were of the Pennsylvania bar, two had been Judges of this Court, and one of these, with another eminent gentleman, had occupied high executive positions at Washington, whilst the others, members of our Philadelphia bar, are distinguished for their learning and ability. This has necessarily increased the responsibility of the Court in considering and weighing the various arguments addressed to me upon the law, and also as to the discretion to be exercised by a Court of Equity in granting a preliminary injunction.

I am of opinion with the plaintiffs (the railroad companies and Andrew Scott), that their first prayer for relief is well founded, and that the contract of the 1st November, 1865, is invalid and void. I express no opinion on the second prayer of the plaintiffs, but grant the fourth prayer and such part of the third prayer as is consistent with the fourth prayer, and is necessary to carry it into effect. The second prayer in Andrew Scott's bill is also granted.

Let decrees be drawn in conformity to the above.

APPENDIX (A.)

[Herapath's *Railway Journal*. September 9, 1865, p. 971.]—At the sixtieth half-yearly meeting of the Great Western Company on the 7th of September last, the Chairman said:—"It is with great regret that we are not able to propose to you to-day a higher rate of dividend than two per cent. per annum. * * * About the time of the cessation of the civil war in America, there was a considerable falling off in one or two large branches of the traffic which came upon your line.

"The mineral trade from South Wales, especially in steam coal, was largely diminished by the sudden cessation of the demand for blockade-runners." The cost of maintaining the permanent way was increased by the substitution of the improved cross sleepers and fish-jointed rails for the old Barlow rails. "The expenses of the maintenance of the permanent way and works of the Great Western Railway are heavy from these causes; in the first place, it is more expensive to maintain a mixed gauge, of which we have 220 miles, than either a broad and narrow gauge separately."

And he adds, "As to the iron traffic, they had been excluding from their rails not only the coal traffic of North Wales by preferential rates, but also the South Wales coal by reason of the break of gauge."

APPENDIX B.

"The gauge of the Richmond and Danville, and South Side (or Petersburg and Lynchburg) Railroad is now and was during all the war, the same five (5) feet. After the retirement of General Lee's army from the lines around this place and Richmond, the gauge of the Lynchburg and Petersburg road was narrowed to 4 feet 8½ inches, from City Point to the junction with the Danville road, by the Federal authorities as they progressed inwards. The Piedmont road was of the narrow or 4 feet 8½ inches gauge during the war, while the Danville road was of the five (5) feet guage, and in consequence there was a break or suie at Danville.

This difference in the gauge was insisted on by the State of North Carolina to prevent a deviation of the trade and travel from the interior of the State. That State has but recently consented to the widening of the guage of this road to the same width as that of the Danville road.

This difference of gauge at Danville was of incalculable disadvantage during the war; so much so that the Confederate authorities had determined to widen or harmonize the guage of the Piedmont road with that of the Danville.

The disadvantages of break in the gauge are incalculable, not only preventative of all mechanical intercourse between the motive power or rolling stock of the two roads, but of proper despatch and economy in the continuous transportation of passengers and tonnage as between connecting roads.

New York Bank Statement.

NEW YORK, February 26.—The Bank Statement for the week ending on Saturday, shows:—

A decrease of loans	$3,202 550
A decrease of circulation	24,370
A decrease of deposits	6,535 883
A decrease of legal tenders	3 200,350
An increase of specie	3,904 500

FROM FORTRESS MONROE.

FORTRESS MONROE, February 24.—The steamer *Evening Star*, from New Orleans, February 7, arrived here this morning, with the 1st U. S. Colored Cavalry, 856 men, under the command of Lieutenant-Colonel W. H. Seip.

This regiment was organized in December, 1863, and was recruited in the vicinity of Camp Hamilton, two miles from Red Point, Virginia. Under the command of Colonel Jeptha Zerrard, who subsequently resigned, it participated in the memorable operations on the James river, as part of the 25th Army Corps, up to the siege of Petersburg, and was sent to Texas about the middle of last June. Since that time the regiment has taken an active part in the army in Texas, under Major-General Weitzel, and has at various times been stationed at Brazos, and on the banks of the Rio Grande. The troops disembarked from the steamer *Evening Star*, and were marched to their old place, Camp Hamilton, whence they will be transported to City Point to be mustered out. The following is a list of the officers, the rest, with about fifty men, having been mustered out in Texas:—

Lieutenant-Colonel W. H. Seip, Captain Charles Schwartz, Lieutenant G. Page, Acting Adjutant; Lieutenant Charles H. Labeau, Acting Quartermaster; Lieutenants A. M. Spencer, F. W. Smith, and F. Ohlenberger.

The 22d of February was celebrated on the *Evening Star*, off the coast of Florida, by the officers of the regiment and the passengers, in a very creditable manner. A procession was formed, headed by the band of the regiment, and marched around to the forward part of the ship. Speeches were delivered by the Hon. J. B. Richardson, of Miss., and by Dr. C. F. Gardiner, of Boston.

Washington's Farewell Address was read by Colonel Seip, and an elegant collation was partaken of by the passengers.

The steamer *Guiding Star* was to have left New Orleans to-day with the 2d Regiment of United States Cavalry, under the command of Brevet Brigadier-General G. W. Gale, also *en route* to City Point to be mustered out of the service.

In anticipation of the arrival of these colored troops at City Point, Colonel William L. James, Chief Quartermaster of the depot, directed Captain A. H. Comstock, Assistant Quartermaster, to assume charge at that post, and no delay will occur in shipping the troops from here as fast as they arrive, and quartering them at City Point.

The barque *Welkin* sailed to-day for Liverpool with a cargo of cotton and tobacco.

The steamer *City of Richmond*, lately on the line between Norfolk and Richmond, has been sold, and will shortly start for New York.

Permission has been received at Norfolk from the Treasury Department to open a bonded warehouse there.

Mr. F. C. Clarke, brother of the defaulting banker, who left Norfolk under such mysterious circumstances about a week since, was arrested there yesterday.

The United States revenue cutter *Kankakee*, which has been stationed here for three years, leaves on Monday for Philadelphia. Her place will be supplied by the revenue cutter *Moccasin*.

FINANCE AND COMMERCE

OFFICE OF THE EVENING TELEGRAPH,
Monday, February 26, 1866.

The Stock Market was very dull this morning, with the exception of Railroad shares, which continue the most active on the list. Catawissa sold largely at 32@32¼ for preferred, a slight decline; and 25¼@25¾ for common. The decision of Judge Read, which is against the above road, will be found in another part of to-day's paper. Reading sold at 50, a slight advance; Philadelphia and Erie at 29½; Northern Central at 43½; Camden and Amboy at 117½, a slight decline; and Pennsylvania Railroad at 56¾, an advance of ¼; 31 was bid for Little Schuylkill; 53½ for Norristown; 54½ for Minehill; 36 for North Pennsylvania; and 62 for Lehigh Valley.

In Government bonds there is less doing. 7·20s sold at 59½; 104 was bid for 6s of 1881; 102⅜ for 5-20s; and 94 for 10-40s. City loans are unchanged; the new issue sold at 91½.

HARPER, DURNEY & Co. quote as follows:—

	Buying.	Selling.
American Gold	135½	137
American Silver, ¼s and ⅛s	131	132
American Silver Dimes and Half Dimes	127	128
Pennsylvania Currency	¼	½
New York Exchange	1-20	par.

PHILAD'A GOLD EXCHANGE QUOTATIONS.

10 A. M.	136½	12 M.	137
11 A. M.	136⅝	1 P. M.	137

PHILADELPHIA STOCK EXCHANGE SALES TO-DAY
Reported by De Haven & Bro., No. 40 S. Third street

FIRST BOARD.

$850 U S 7-30s June	99½	100 sh Cata pf	32
$500 Citys mun	91½	100 sh do	32
$1000 Reading 6s, 70	93	500 sh do	32
$500 Sch Nav Loan	82	200 sh do	32
$1000 C & A mtg 6s	83	100 sh do	32
100 sh Reading	50	400 sh do	32
100 sh Cata pf	32½	100 sh do	32
100 sh do	32	200 sh do	32
150 sh do	32½	100 sh do	32
100 sh do	32½	100 sh do	32
200 sh do	32½	200 sh do	32
100 sh do	32½	100 sh Catawissa	25
100 sh do	32	100 sh do	25
100 sh do	33	2 sh Phil & Erie	28
200 sh do	32½	150 sh Sch N pf	29
100 sh do	32½	4 sh Lehigh Nav	52
100 sh do	32½	100 sh Susq C'l	12
100 sh do	33	100 sh N Central	45
100 sh do	32½	6 sh Cam & Am	117
100 sh do	32½	50 sh Penn R	57
100 sh do	32½	75 sh Wash City	23
100 sh do	32½	37 sh Spr & Penn	35
100 sh do	32½		

BETWEEN BOARDS.

$1000 U S 6s	104	100 sh Ph & E	29
$1000 do	104	200 sh do	30
$1000 do	104	100 sh Catawissa pf	32
$2,500 do	104	100 sh do	32
$12,000 do	104	100 sh do	32
$2,000 City 6s, old	87½	200 sh do	32
$500 do	91½	100 sh do	32
100 sh Reading	50	100 sh do	32
100 sh do	50	100 sh do	32
100 sh do	49⅞	200 sh do	32
100 sh do	49⅞	100 sh do	32
2 sh F and M. Bk	121	100 sh do	32
100 sh Spr and P	35	49 sh Hazleton	54
100 sh McClintock	31	100 sh Sch Nav pf	29
50 sh Green & Coates	32	100 sh do	29
200 sh N Y & Md	64	15 sh Minehill	54

Markets by Telegraph.

NEW YORK, February 26.—Cotton is dull at 44@45c. for middlings. Flour is dull; sales of 4,100 barrels at $6 55@8 for State; $8@10 05 for Ohio; $6 55@8 for western; Southern quiet; 450 barrels sold at $8 00@15 50; Canada dull at $7 40. Wheat dull. Corn steady; sales of 21,000 bushels at 76@78c. Beef quiet. Pork heavy at $27 87½@28 for Mess. Lard steady at 17@19c. Whisky steady.

NEW YORK, February 26.—Stocks are better. Chicago and Rock Island 103; Cumberland preferred, 44; Michigan Southern, 68; New York Central, 91; Reading, 100; Hudson River, 103; Missouri 6s, 77; Erie, 81; Cleveland and Pittsburg, 76; Western Union Telegraph, 70; Coupons, 1862, 102; Tennessees, 68; Treasury 7 3-10s, 99@99½; Gold, 137.

BALTIMORE, February 26.—Flour dull; Howard super. $8 50@8 87½. Wheat firm; white 91@1 90; red $1 85@1 85. Corn firm; white 74c.; yellow 72c. Oats steady. Seeds nominal; Cloverseed $8@8 50. Lard 18@19c. Sugar heavy. Whisky firm at $2 23.

FOURTH EDITION

LATEST FROM WASHINGTON.

CABINET CHANGES.

SERENADE TO COL. FORNEY.

THE FREEDME .

Etc., Etc., Etc., Etc., Etc., Etc., Etc.

Our Special Despatches.

WASHINGTON, February 26.

Cabinet Changes.

The statement so positively made by the New York *Tribune* and *Herald*, that Secretaries Stanton and Harlan have resigned, is not true. Such differences of opinion as have been held by members of the Cabinet on the President's late policy, have been amicably maintained, and have led to no rupture thus far.

Serenade to Colonel Forney.

A serenade is to be given to-night to Hon. John W. Forney, and it is expected that Messrs. Stanton and Harlan will be called on to give their views, if possible, on the political situation.

The Freedmen.

Telegrams received at the Freedmen's Bureau from Assistant Commissioners state that persons in the South, known to be inimical to the Government, are assuming a defiant attitude, and that the freedmen are becoming uneasy, believing that they are about to lose the protection of the Government.

CONGRESS.

Senate.

WASHINGTON, February 26.—Mr. Grimes, in presenting a petition from citizens of Iowa, said he would take occasion to reply to a despatch published in the *Intelligencer* this morning, stating that an immense ratification meeting had been held in Keokuk, Iowa, at which the Veto Message and the President's administration had been endorsed. He said the author of that despatch had been opposed to the war all along, and that his press had been thrown into the river for the utterance of disloyal sentiments. He was unwilling that the despatch referred to should go forth as a reflex of the sentiments of the people of Iowa.

Mr. Lane (Kansas) moved to take from the files the papers in the case of Messrs. Baxter and Snow, Senators elect from Arkansas, and refer them to the Committee on the Judiciary.

Mr. Clark called for a division of the motion, and the question was called for on withdrawing the papers from the files, which was decided in the affirmative.

Mr. Clark then moved to lay the credentials on the table with those of others late in rebellious States.

Mr. Lane called for the yeas and nays, and the question was decided negatively—yeas, 27; nays, 10.

Mr. Lane then moved to admit Baxter and Snow to seats on this floor, which was laid on the table.

At one o'clock the regular order was taken up, being the concurrent resolution that no Senators or Representatives from any seceded State shall be admitted till such State shall have been declared entitled to representation.

Mr. Sherman took the floor, maintaining that the resolution could confer no power not already vested in Congress. He said a similar resolution had been adopted by the last Congress.

House of Representatives.

Mr. Beaman (Mich.) introduced a bill to continue in force and to amend the Freedmen's Bureau bill.

Mr. Trowbridge (Mich.) offered a resolution, which was adopted, instructing the Committee on Military Affairs to inquire into the quality of the artificial limbs supplied to soldiers and sailors, and if found defective to report the needful legislation.

Mr. McClurg (Mo.) offered a preamble and resolution, instructing the Joint Committee on Reconstruction to inquire whether the late seceded States are at it in contumacy, and if so, to inquire into the expediency of levying contributions on the disloyal inhabitants there of defraying the extraordinary expenses of the General Government.

On motion of Mr. Schenck (Ohio), the resolution was referred, without instructions, to the Reconstruction Committee. Yeas 102; nays 27.

Mr. Bingham reported from the Reconstruction Committee a joint resolution to amend the Constitution by adding the following article:—

That Congress shall have power to make all laws which shall be necessary and proper to secure to the citizens of each State all the privileges and immunities of the citizens of the several States, and to all persons in the several States equal protection in the rights of life, liberty, and property. He supported it in a short speech.

Mr. Rogers (N. J.) spoke against it as a most dangerous movement towards centralization.

CANADA.

Proclamation Concerning International Trade.

OTTAWA, February 26.—The Canada *Gazette* contains a proclamation, warning American f